NOTICE AND AGENDA

PLANNING & ZONING COMMISSION
WEDNESDAY
FEBRUARY 25, 2026

COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
4:00 P.M.

To participate in the meeting virtually use the following link:

Join the Meeting Online

The public can submit comments that will be read at the dais by a staff member to CDPandZCommission@flagstaffaz.gov

1. CALL TO ORDER

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Commission and to the general public that, at this meeting, the Commission may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the Commission's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. ROLL CALL

NOTE: One or more Commission Members may be in attendance telephonically or by other technological means.

CAROLE MANDINO, CHAIR
JOSHUA MAHER
CHRISTINE SHEEHY
CJ LUCKE
MARY NORTON, VICE CHAIR
IAN SHARP
MEGAN WELLER

3. OPEN CALL TO THE PUBLIC

At this time, any member of the public may address the Commission on any subject within their jurisdiction that is not scheduled before the Commission on that day. Due to Open Meeting Laws, the Commission cannot discuss or act on items presented during this portion of the agenda. To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

4. APPROVAL OF MINUTES

Approval of the minutes from the regular meeting on February 11, 2026.

5. PUBLIC HEARING

A. Direct to Ordinance Zoning Map Amendment, by Gammage & Burnham, PLC on behalf of Vintage Partners, of approximately 12.29 acres located at 1801 S Milton Road. The proposed development site consists of four parcels zoned Highway Commercial (HC) with the Resource Protection Overlay (RPO). The request is to amend the 2018 Zoning Map Amendment with a revised Site Plan.

STAFF RECOMMENDED ACTION:

Staff recommends the Planning & Zoning Commission, in accordance with the findings, forward the request to the City Council with a recommendation approving PZ-24-00162-03, subject to the following four conditions, which will be included in the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated October 7, 2025, unless modified as provided for in the Mill Town Development Agreement as amended. Modifications, other than modifications permitted by the Development Agreement, to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. All other requirements of the Zoning Code and other City codes, ordinances, and regulations shall be met by the proposed development.
3. All terms, conditions, and restrictions detailed within the Mill Town Development Agreement, as amended, must be fully satisfied.
4. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property torevert the zoning back to the former classification of Rural Residential (RR) and Public Facility (PF), per Section 10-20.50.060 of the Zoning Code.

6. GENERAL BUSINESS

A. Select a member of the Planning and Zoning Commission to serve as a representative for the Water Commission.

7. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS

8. ADJOURNMENT

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. This notice has been posted on the City's website and can be downloaded at www.flagstaff.az.gov.

Dated this _____ day of _____, 2026.

_____
Alaxandra Pucciarelli, Commission Liaison

Planning & Zoning Commission 4.
Meeting Date: 02/25/2026
From: Nancy Corbin-Fuller, Administrative Specialist

Information

TITLE:
APPROVAL OF MINUTES

Approval of the minutes from the regular meeting on February 11, 2026.

STAFF RECOMMENDED ACTION:

Attachments

P&Z minutes 2.11.26

MINUTES

PLANNING & ZONING COMMISSION
WEDNESDAY
FEBRUARY 11, 2026

FLAGSTAFF AQUAPLEX
1702 N 4TH STREET
4:00 P.M.

1. CALL TO ORDER

- Chair Mandino called the meeting to order at 4:00 p.m.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Commission and to the general public that, at this meeting, the Commission may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the Commission's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. ROLL CALL

NOTE: One or more Commission Members may be in attendance telephonically or by other technological means.

PRESENT:	EXCUSED:
CAROLE MANDINO, CHAIR	MARY NORTON, VICE CHAIR
JOSHUA MAHER	CHRISTINE SHEEHY
CJ LUCKE	IAN SHARP
MEGAN WELLER	

3. OPEN CALL TO THE PUBLIC

- None.

At this time, any member of the public may address the Commission on any subject within their jurisdiction that is not scheduled before the Commission on that day. Due to Open Meeting Laws, the Commission cannot discuss or act on items presented during this portion of the agenda. To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

4. APPROVAL OF MINUTES

- Approval of the minutes from the regular meeting on January 28, 2026.

Moved by CJ Lucke, **seconded by** Megan Weller to approve the minutes from the regular meeting on January 28,2026.

Vote: 4 - 0 - Unanimously

5. PUBLIC HEARING

A. Direct to Ordinance Zoning Map Amendment, by Lincoln Avenue Communities, of approximately 8.51 acres located at the northeast corner of Lone Tree Road and Pine Knoll Drive. The proposed development site consists of three parcels. Two of the parcels are zoned High Density Residential (HR) with the Resource Protection Overlay (RPO), and the third is zoned Suburban Commercial (SC) with the RPO. The request is to rezone all three parcels to the HR zone with the RPO.
Staff recommends the Planning & Zoning Commission forward the request to the City Council with a recommendation approving PZ-24-00224-04, subject to the following five conditions which will be included into the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated November 14, 2025, unless modified as provided for in the Lone Tree Ranch Development Agreement. Modifications, other than modifications permitted by the Development Agreement, to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. All other requirements of the Zoning Code and other City codes, ordinances and regulations, shall be met by the proposed development.
3. All terms, conditions, and restrictions detailed within the Lone Tree Ranch Development Agreement, as amended, must be fully satisfied.
4. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property to revert to the zoning (including conditions) established in the 1997 rezoning, in accordance with A.R.S. § 9-462.01..
5. The approval of this ordinance will have the effect of rescinding the prior rezoning ordinance (Ord. No. 1943) as it relates only to parcels 104-14-003G, 104-14-003H, and 104-14-003J, unless the zoning is reverted as set forth in condition 4 above.

- Alaxandra Pucciarelli, Current Planning Manager, provided a PowerPoint presentation. Applicant Lindsey Schube with Gammage & Burnham also provided a PowerPoint presentation. A discussion followed, during which questions and concerns were addressed by:
  - Alaxandra Pucciarelli
  - Lindsey Schube
  - Sean Krieg -- Gammage & Burnham
  - Matthew Klein -- Lincoln Avenue Communities
  - Will Huebner -- Lincoln Avenue Communities
  - Brian Joerger-The WLB Group
  - Enrico Williams -- Kaas Wilson Architects
- Public Comments were given by:
  - Stu Bone

Moved by CJ Lucke, **seconded by** Megan Weller to forward this request to the City Council with a recommendation approving PZ-24-00224-04, subject to the following five conditions, which would be included in the zoning map Amendments Ordinance as listed one through five.

Vote: 4 - 0 - Unanimously

6. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS

- Alaxandra Pucciarelli noted that the two items continued from the last meeting will not move forward at this time, per the applicant's decision. The applications remain valid; however, public hearings will be canceled.

7. ADJOURNMENT

- The meeting was adjourned at 5:00 p.m.

SIGNATURE LINE
_____ CHAIRPERSON

Planning & Zoning Commission 5. A.

Meeting Date: 02/25/2026

From: Alaxandra Pucciarelli, Current Planning Manager

Information

TITLE:

Direct to Ordinance Zoning Map Amendment, by Gammage & Burnham, PLC on behalf of Vintage Partners, of approximately 12.29 acres located at 1801 S Milton Road. The proposed development site consists of four parcels zoned Highway Commercial (HC) with the Resource Protection Overlay (RPO). The request is to amend the 2018 Zoning Map Amendment with a revised Site Plan.

STAFF RECOMMENDED ACTION:

Staff recommends the Planning & Zoning Commission, in accordance with the findings, forward the request to the City Council with a recommendation approving PZ-24-00162-03, subject to the following four conditions, which will be included in the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated October 7, 2025, unless modified as provided for in the Mill Town Development Agreement as amended. Modifications, other than modifications permitted by the Development Agreement, to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. All other requirements of the Zoning Code and other City codes, ordinances, and regulations shall be met by the proposed development.
3. All terms, conditions, and restrictions detailed within the Mill Town Development Agreement, as amended, must be fully satisfied.
4. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property torevert the zoning back to the former classification of Rural Residential (RR) and Public Facility (PF), per Section 10-20.50.060 of the Zoning Code.

Attachments

Staff Report
Application
Vicinity Map
2018 Staff Report
Narrative & Regional Plan Analysis
Citizen Participation Plan and Report
Parking Demand Study
Site Plan
Landscape Plan
Commercial Floor Plans
Commercial Elevations
Residential Floor Plans & Elevations

PLANNING AND DEVELOPMENT SERVICES REPORT
DIRECT TO ORDINANCE ZONING MAP AMENDMENT

PUBLIC HEARING
PZ-24-00162-03

DATE: **January 31, 2026**
MEETING DATE: **February 25, 2026**
REPORT BY: **Alaxandra Pucciarelli**

REQUEST:
Direct to Ordinance Zoning Map Amendment, by Gammage & Burnham, PLC on behalf of Vintage Partners, of approximately 12.29 acres located at 1801 S Milton Road. The proposed development site consists of four parcels zoned Highway Commercial (HC) with the Resource Protection Overlay (RPO). The request is to amend the 2018 Zoning Map Amendment with a revised Site Plan.

STAFF RECOMMENDATION:
Staff recommends the Planning and Zoning Commission, in accordance with the findings presented in this report, forward the Direct to Ordinance Zoning Map Amendment request to the City Council with a recommendation for approval, subject to conditions of approval.

PRESENT LAND USE:
The subject property is approximately 12.29 acres, comprised of four parcels resulting from the dedication and construction of the new Beulah/University Realignment Project.

PROPOSED LAND USE:
The developer proposes a horizontal mixed-use development consisting of a 265-unit multi-family residential development and 19,500 square feet of commercial space on three pads on Lot 1. A 3,125 square foot commercial pad is proposed on Lot 2. Tract A serves as an open space area, and Tract B provides for stormwater detention.

NEIGHBORHOOD DEVELOPMENT:
See the attached area context map.

North:	Burger King and the Montessori Schools of Flagstaff Westside Campus (zoned HC)
East:	Greentree Village Shopping Center, In-N-Out Burger, Target (zoned HC)
South:	Baymont Inn & Suites (zoned HC)
West:	Woodlands Village Apartments (zoned High Density Residential)

I. Project Introduction

A. Background

In 2018, a zoning map amendment was approved, permitting a mixed-use development consisting of 48,400 square feet of commercial development in conjunction with a 340-unit, 1,221-bed Rooming and Boarding Facility, referred to as “Mill Town”. The proposed Preliminary Plat affiliated with this request divided the two existing parcels into two lots, two tracts, and the right-of-way required for the extension of Beulah Boulevard and the realignment of University Avenue. The lots and tracts were rezoned to the Highway Commercial (HC) zone, subject to conditions and the approved 2018 Site Plan. The Staff Report from the previous rezoning request is attached for reference. Due to the substantial changes from the original site plan, the applicant is required to submit a new Zoning Map Amendment application. Based on City Council’s approval of the Second Development Agreement, this application is being reviewed against the May 2016 Flagstaff Zoning Code.

B. Proposed Rezoning and Development Plan

The applicant is requesting to amend the 2018 zoning map amendment to permit the development of a horizontal mixed-use development consisting of a 265-unit multi-family residential development and 19,500 square feet of commercial space on three pads on Lot 1, and a 3,125 square foot commercial pad on Lot 2. The design of tracts A and B will remain the same as the previous plan.

The proposed residential project will include a four-story apartment building. A comparison of the proposed unit mix compared to the prior mix is below:

UNIT DESCRIPTION	Prior # of Units	Proposed # of Units	Proposed Percentage
1 Bed	57	65	24.5%
2 Bed	25	105	39.6%
3 Bed	37	0	0%
4 Bed	177	81	30.6%
5 Bed	52	14	5.3%
	348 total	265 total	

The proposed commercial component includes four pads. A comparison of the proposed versus the prior square footage and use is below:

Lot 1	Prior Sq Ft	Proposed Sq Ft	Proposed Use
Pad 1	4,000	4,200	Drive Thru Retail/Restaurant
Pad 2	4,200	2,000	Drive Thru Retail/Restaurant
Pad 3	12,500	13,300	Supermarket
Lot 2			
	2,500	3,125	Retail
	23,200 total	22,625 total	

Please note that the 2018 proposal was changed during the public hearing process to eliminate the ground-floor commercial space and increase the number of units to 348. The attached staff report refers to 340 units and an additional 25,000 sq ft of commercial space.

The following changes are being proposed with the new, revised Site Plan:

- 63% fewer 3-, 4-, and 5-bedroom units. There were 266 three-or-more-bedroom units as part of the 2018 proposal. The current proposal contains only 95 larger units.
- 24% fewer units overall. The 2018 proposal contained 348 units. The current proposal contains 265 units, a decrease of 83 units.
- 56% fewer bedrooms. The 2018 proposal contained 1,186 bedrooms. The current proposal contains 669, a decrease of 517 bedrooms.
- The residential building has one less story. The approved plans were for a 5-story building with each story being just over 10 feet. The current proposal is for a 4-story building. Although the proposed eave height is approximately 10 feet lower, the overall building height is similar to the 5-story building, with a maximum height of 65 feet.
- Addition of a second drive-thru on Lot 1. The 2018 proposal showed one drive-thru. The current proposal shows two, one on either side of the Milton Road access driveway.
- Elimination of screening at the northeast corner commercial pad. The 2018 proposal showed a screen wall at the supermarket loading dock. The current proposal shows a dumpster enclosure.

- Elimination of parking garage (surface parking only). The 2018 site plan was approved with a parking rate of 0.79 parking spaces per bedroom (a total of 965 spaces for 1,221 beds). The residential parking was provided in a parking garage. The 2018 plan provided 147 commercial surface parking spaces adjacent to the commercial pads. The current proposal provides 502 total surface parking spaces.
- Pads 1 and 2 eliminated the appearance of a second story. Both proposals were for single-story commercial pads, but the 2018 proposal included a faux second story. The new proposal includes a more efficient building design with a true single story.
- Reduction of commercial space on Lot 1. Pad 1 increased 200 sq ft, and Pad 3 increased 800 sq ft. Pad 2 decreased 2,200 sq ft, resulting in a net loss of 1,200 sq ft of commercial space.

II. Staff Site Plan Review

On October 7, 2025, the Inter-Department Staff (IDS) approved an application for Site Plan Review of the proposed development, subject to successfully obtaining a Direct to Ordinance Zoning Map Amendment (rezoning). A copy of the application is attached to this report. Should the rezoning be denied, the Site Plan as submitted will no longer be approved.

A. Zoning – City of Flagstaff Zoning Code

If this Direct to Ordinance Zoning Map Amendment request is approved, the Site Plan conditioned as part of the 2018 Ordinance will be modified to the 2025 approved Site Plan. Development of the site will be conditioned to the modified site plan and an amended development agreement. Any substantial change to the approved site plan would require a new rezoning request and further review and approvals by the Planning and Zoning Commission and City Council. The Site Plan provided includes the overall site layout, resource protection plan, preliminary landscaping, building floor plans and elevations.

Much of the new proposed Site Plan is similar to the prior submittal. The previous staff report is attached with a full analysis of its compliance with the City of Flagstaff Zoning Code. Below are two topics that have been modified with the current submittal.

i. Compatibility and Architectural Design Standards

Compatibility does not mean “the same as” but rather refers to how well a new development is sensitive to the character of existing development. The Zoning Code breaks down compatibility into three categories: Patterns of Development, Scale, and Continuity. The scale of the currently proposed residential building is significantly smaller than the previous approved plan.

Scale refers to similar or harmonious proportions, overall height and width, the visual intensity of the development, and the building massing. The prior proposed mixed-use building was significantly larger than the existing buildings surrounding the site, with a total area of over 986,000 sq ft. A Conditional Use Permit was requested to exceed the maximum height of the Highway Commercial (HC) zone for the portion of the building that fronts Milton Road. This request was withdrawn during the public hearing process. The current proposed residential building is much smaller, at just over 353,000 sq ft.

ii. Parking

The proposed development includes 502 parking spaces on Lot 1. The applicant provided a Parking Demand Study, which was reviewed by staff. Staff approved the study with the condition that the applicant secure additional parking off-site in the event that the provided on-site parking is not sufficient to accommodate the proposed development. The current proposal eliminates the five-story parking garage, which was included in the prior plan, reducing the mass of the residential building.

B. Public Systems Impact Analysis

The new proposed Site Plan has less impact to the City's public infrastructure. The previous staff report is attached with an analysis of the prior required impact analyses. Because of the changes to the Site Plan and building footprints on Lot 1, an updated drainage report was submitted. The updated report justifies the procedures and objectives are the same and that the drainage analysis and design associated with the new site plan are sufficient and comply with the prior Milltown DIA.

i. Stormwater Analysis

The drainage design for the Milltown Mixed Use Site Plan was designed to satisfy the LID, water quality and peak flowrate criteria as established in the City of Flagstaff Stormwater Management Design Manual. In addition, sufficient stormwater storage will be provided for the LID retention and detention to mitigate the increased peak flow by analyzing the pre-development and post-development requirements. By installing a series of new underground detention basins, no adverse downstream impacts should occur from this project. All drainage conveyance structures and detention facilities will be designed per the requirements outlined in the City of Flagstaff Stormwater Management Design Manual and LID Manual.

III. Direct to Ordinance Zoning Map Amendment

An application for a Direct to Ordinance Zoning Map Amendment shall be submitted to the Planning Director and shall be reviewed, and a recommendation prepared. The Planning Director's recommendation shall be transmitted to the Planning and Zoning Commission in the form of a staff report prior to a scheduled public hearing. The recommendation shall include: an evaluation of the consistency and conformance of the proposed amendment with the goals and policies of the General Plan and any applicable specific plans; the grounds for the recommendation based on the standards and purposes of the zones set forth in Section 10-40.20 (Establishment of Zones) of the Zoning Code; and, whether the amendment should be granted, granted with conditions to mitigate anticipated impacts caused by the proposed development, or denied.

Direct to Ordinance Zoning Map Amendments shall be evaluated based on the following findings:

A. Finding #1:

The proposed amendment must be found to be consistent with and in conformance with the goals and policies of the General Plan and any applicable specific plans. If the application is not consistent with the General Plan and any other applicable specific plan, the applicable plan must be amended in compliance with the procedures established in Chapter 11-10 of the City Code (Title 11: General Plans and Subdivisions) prior to considering the proposed amendment.

i. General Plan/Flagstaff Regional Plan (FRP 2030) Process and Analysis Summary

When staff performs a Regional Plan (the "Plan") analysis, staff reviews all maps, text, and goals and policies to determine which are the most relevant in relation to the proposed application. The Plan's Future Growth Illustration on Maps 21 and 22 (same map; one is regional scale and one city scale) and the text of the Plan provide supplemental information for the interpretation of goals and policies. In the case of any conflict between the Future Growth Illustration and the Plan's goals and policies, the goals and policies will prevail. The Future Growth Illustration has two types of land use designations: "Area Types" describe the place-making context of Urban, Suburban, Rural, or Employment, and "Place Types" such as activity centers, corridors, and neighborhoods, which provide the framework for the density, intensities, and mix of uses within the area types.

The Regional Plan defines a Suburban Activity Center as an area typically located at the intersection of two collectors or neighborhood streets, with vertical or horizontal mixed-use (mix of any: businesses, retail, residential, offices, medical services, etc.), serving the surrounding neighborhoods. The desired density range for residential mixed-use in a Regional Scale Suburban Activity Center is 14+ units per acre. Although the density of the proposed development is less than the 2018 approved plan, at 26 units per acre (265 units/10.10 acres (lot 1)), the proposed density meets the density range identified in the Regional Plan. The High Occupancy Housing (HOH) Specific Plan identifies HOH as greater than 30 units per acre or greater than 75 bedrooms per acre. The proposed development does not meet the Plan's definition of HOH.

ii. <u>Applicable General Plan Goals and Policies</u>

Staff identified relevant Regional Plan Goals and Policies that could be applied to support or not support the proposed Zoning Map Amendment. The following is a discussion of how the project generally meets and conflicts with some of the most relevant goals and policies. The applicant has provided their own more comprehensive analysis as part of their narrative. The previous staff report also contains Staff's analysis of the Plan's goals and policies.

In June 2020, following the declaration of a climate emergency, the Flagstaff City Council adopted the Flagstaff Carbon Neutrality Plan. In December of 2021, the Regional Plan was amended to align with the City's climate action goals. The proposed development plan was reviewed against this updated version of the Regional Plan.

a. Environmental Planning & Conservation

The current project continues to focus on multimodal transportation. The Milton Road pedestrian underpass has been completed as part of the Milltown Public Private Partnership and provides a connection between the development and the Northern Arizona University Campus. To encourage alternate modes of transportation, bike parking will be available on-site, and the Project's residential component will provide bike hooks in every bedroom. Every resident will also be given an ecoPASS that can be used on Flagstaff's Mountain Line. The Project will also provide six dual-port chargers for electric vehicle charging. In addition to supporting These elements also support the Regional Plan Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: (1) Public transportation, (2) Bicycles, (3) Pedestrians, as well as Policy E.1.13. Promote and encourage the use of fuel-efficient vehicles that use renewable fuels.

The residential building is designed with efficiency in mind. The residential walls will be well-insulated with a minimum of R21 thermal resistance value. Cooling (SEER2 minimum) and heating equipment (including Ecobee thermostats with Eco+ capability) will be modern and efficient, and the residential building will meet or exceed bronze-level National Green Building certification standards. Natural gas plumbing will only be for shared outdoor grills, fireplaces, and the community pool, as the building is intended to be an "All-Electric, Energy-Efficient Building" within the meaning of Flagstaff Code 10-30.70. Light bulbs will be LED, and provided appliances will be Energy Star (or a reasonable equivalent). Additionally, low-flow faucets (maximum 1.5 gallons per minute) and shower heads (maximum 2 gallons per minute) will be installed in each bathroom along with toilets requiring 1.28 gallons or less per flush. These elements support Regional Plan Goal E&C.2. Achieve carbon neutrality for the Flagstaff community by 2030.

Staff believes that the proposed application meets this finding.

B. Finding #2

To meet the finding, the proposed amendment must be determined not to be detrimental to the public interest, health, safety, convenience, or welfare of the City of Flagstaff (the "City"); and will add to the public good as described in the General Plan. Staff does not believe that the proposed project will be detrimental to the public interest, health, safety, convenience, or welfare. Staff also believes that the proposed amendment will add to the public good.

Staff have identified the following Community Benefits and Public Good:

- The Project provides 265 units within walking distance of NAU, shopping, dining, and transit stops, thereby shortening commute distances and providing access to employment, education, and services.
- By redeveloping an underutilized infill parcel, the project advances the General Plan's goals for compact growth, housing diversity, and sustainability.
- The inclusion of energy-efficient building materials and specs, native landscaping, and open space amenities creates a healthy living environment.

C. Finding #3

To meet the finding the affected site must be determined to be physically suitable in terms of design, location, shape, size, operating characteristics; and the provision of public and emergency vehicle access, public services, and utilities 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.

Staff believes that the proposed application meets this finding. The Inter-Division Staff reviewed the application and concluded that the site was suitable for the proposed development. The IDS team based its conclusion on the review of all applicable codes and requirements, as well as impact analyses for the site.

IV. DEVELOPMENT AGREEMENT

A draft development agreement has been prepared. The primary purpose of this agreement is to set out roles and responsibilities in regard to the following (not limited to):

- Affordable Housing commitment
- Sustainability elements

V. CITIZEN PARTICIPATION

Public hearings before the Planning and Zoning Commission and City Council are conducted in conjunction with requests for Direct to Ordinance Zoning Map Amendments. In accordance with State Statute, notice of the public hearing was provided by placing an ad in the Daily Sun, posting notices on the property, and mailing a notice to all property owners within 900 feet of the site, homeowner associations within 1,000 feet of the site, and all contacts on the City's Registry of Interested Persons.

The developer held one neighborhood meeting regarding this case on August 19, 2025. One individual attended the meeting. A Citizen Participation summary, attached, was prepared to document the questions, comments, and concerns presented. The meeting included a presentation from the developer and a question-and-answer session. At this point in time, Staff have not received any comments on the proposed development.

RECOMMENDATION:

Staff recommends the Planning & Zoning Commission forward the request to the City Council with a recommendation approving PZ-24-00162-03, subject to the following four conditions, which will be included in the zoning map amendment ordinance:

1. The subject property must be developed in accordance with the approved site plan and the conditions of approval dated October 7, 2025, unless modified as provided for in the Mill Town Development Agreement as amended. Modifications, other than modifications permitted by the Development Agreement, to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.
2. All other requirements of the Zoning Code and other City codes, ordinances, and regulations shall be met by the proposed development.
3. All terms, conditions, and restrictions detailed within the Mill Town Development Agreement, as amended, must be fully satisfied.
4. In the event the property is rezoned and the Developer fails to obtain final Civil Plan approval within two (2) years of the effective date of the rezoning ordinance, then the City may schedule a public hearing before the City Council for the purpose of causing the zoning on the Property to revert the zoning back to the former classification of Rural Residential (RR) and Public Facility (PF), per Section 10-20.50.060 of the Zoning Code.

Attachments:

- Application
- Vicinity Map
- 2018 Staff Report
- Project Narrative and Regional Plan Analysis
- Citizen Participation Plan and Report
- Parking Demand Study
- Approved Site Plan Drawings:
    - Site Plan, Resource Protection Plan, Grading & Drainage
    - Landscape Plans
    - Commercial Floor Plans
    - Commercial Elevations
    - Residential Floor Plans and Elevations

REVISED TO REFLECT CURRENT ACREAGE

City of Flagstaff — Community Development Division

211 W. Aspen Ave
Flagstaff, AZ 86001
www.flagstaff.az.gov

P: (928) 213-2618
F: (928) 213-2609

Date Received	Application for Direct to Ordinance Zoning Map Amendment	File Number

Project Name
Milltown Mixed Use

Site Address	Parcel Number(s)	Subdivision & Lot Number	Site Acreage
1801 S Milton Road	103-21-024, -025, -026, -027		±12.29

Existing Zoning District	Proposed Zoning District	Existing Regional Plan Area and Place Type
HC - RPO	HC - RPO	Suburban

Existing Use	Proposed Use
Vacant	Mixed Use (4 Commercial Pads + Multi-Family)

Property Information:
☐ Yes ■ No Located in an existing Local/National Historic District? (Name:_____)
☐ Yes ■ No Existing structures are over 50 years old at the time of application?
☐ Yes ■ No Subject property is undeveloped land?

Type of Zoning Map Amendment (Small, Medium, Large or Multi-Phase)
Large

Property Owner(s)	Phone
VP Cinema LLC c/o Walter Crutchfield	602 / 459.9929
Mailing Address / **City, State, Zip**: 2502 East Camelback Road, Suite 214, Phoenix AZ 85016	**E-mail**: walter@vintagevp.com
Applicant(s): Toll Brothers c/o Doug Smythe	**Phone**: 301 / 329.0452
Mailing Address / **City, State, Zip**: 1800 M Street NW, Suite 950N, Washington, DC 20036	**E-mail**: dsmythe@tollbrothers.com
Project Representative(s): Gammage & Burnham, PLC c/o Lindsay C. Schube	**Phone**: 602 / 256.4471
Mailing Address / **City, State, Zip**: 40 N. Central, 20th Floor. Phoenix, Arizona 85004	**E-mail**: lschube@gblaw.com

Property Owner Signature (required)	Date	Applicant Signature	Date

For City Use

Date Filed:	**File Number(s):**	
P & Z Hearing Date:	**Publication and Posting Date:**	
Council Hearing Date:	**Publication and Posting Date:**	
Fee Receipt Number:	**Amount:**	**Date:**

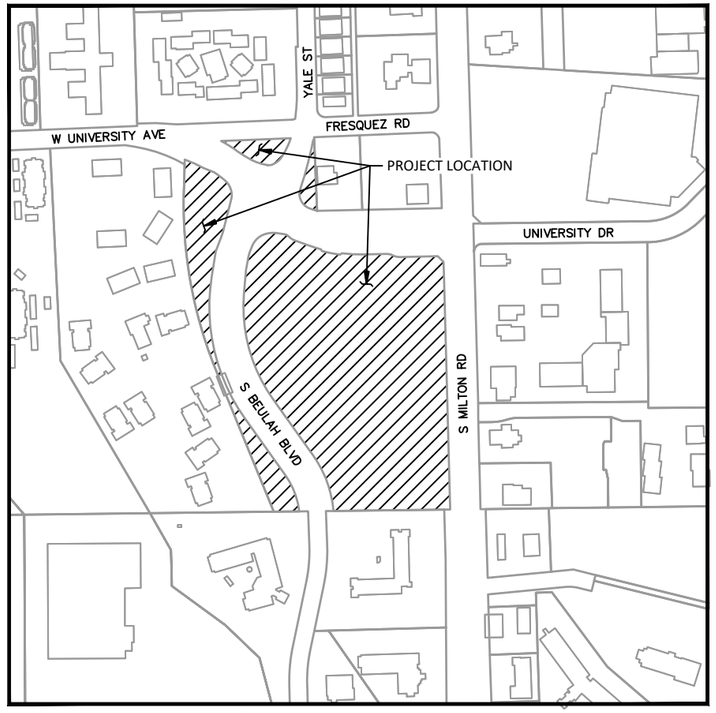
Action by Planning and Zoning Commission:	Action by City Council:
☐ Approved	☐ Approved
☐ Denied	☐ Denied
☐ Continued	☐ Continued

Staff Assignments	Planning	Engineering	Fire	PW/Water Services	Stormwater

DIRECT TO ORDINANCE ZONING PLAN
FOR
MILLTOWN MIXED USE

1801 S MILTON RD
FLAGSTAFF, ARIZONA

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 21 NORTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER MERIDIAN, COCONINO COUNTY, ARIZONA



DWELLING UNITS

265 UNITS (669 BEDS)
STUDIO - 65 DU, 65 BED
2 BED/2 BA - 105 DU, 210 BED
4 BED/4 BA - 81 DU, 324 BED
5 BED/5 BA - 14 DU, 70 BED

DENSITY - 265/12.29 = 20.9 DU/AC = 54.4 BED/AC

F.A.R.:

LOT 1		
NET RESIDENTIAL BUILDING FLOOR AREA	282,526	SF
GROSS RESIDENTIAL BUILDING FLOOR AREA	358,343	SF
COMMERCIAL BUILDING FLOOR AREA	2,000	SF
	4,200	SF
	13,300	SF
PROPOSED GROSS F.A.R.	0.84	
LOT 2		
COMMERCIAL BUILDING FLOOR AREA	3,125	SF
PROPOSED GROSS F.A.R.	0.28	

CIVIC SPACE:

REQUIRED:
5% OF BUILDING AREA
RESIDENTIAL - 89,500 SF x 0.05 = 4,475 SF

PROVIDED:
RESIDENTIAL - 6,972 SF

PROJECT INFORMATION

SITE ADDRESS: 1801 S MILTON RD
FLAGSTAFF, AZ 86001

PARCEL	APN	CURRENT ZONING	PROPOSED ZONING	ACREAGE
LOT 1	103-21-024	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±10.07 AC
LOT 2	103-21-025	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±0.26 AC
TRACT A	103-21-026	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±1.81 AC
TRACT B	103-21-027	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±0.15 AC
			TOTAL	±12.29 AC

TOTAL SITE ACREAGE AFTER FUTURE ROW IS CONVEYED TO LOT 2 = 12.66 AC

PROPERTY OWNER:

VP CINEMA, LLC
2502 E CAMELBACK RD #214
PHOENIX, AZ 85016

DEVELOPER:

TOLL BROTHERS
1800 M STREET NW SUITE 950 N
WASHINGTON DC, 20036
CONTACT: DOUG SMYTHE
(301) 329-0452

CIVIL ENGINEER:

ARDURRA GROUP, INC.
110 WEST DALE AVE
FLAGSTAFF, AZ 86001
CONTACT: GUILLERMO CORTES
(928) 773-0354

ARCHITECT:

KTGY
17911 VON KARMAN AVE #200
IRVINE, CA 92614
CONTACT: KENNY CHO
(949) 221-6293

ARDURRA
www.ardurra.com

MILLTOWN MIXED USE

COVER

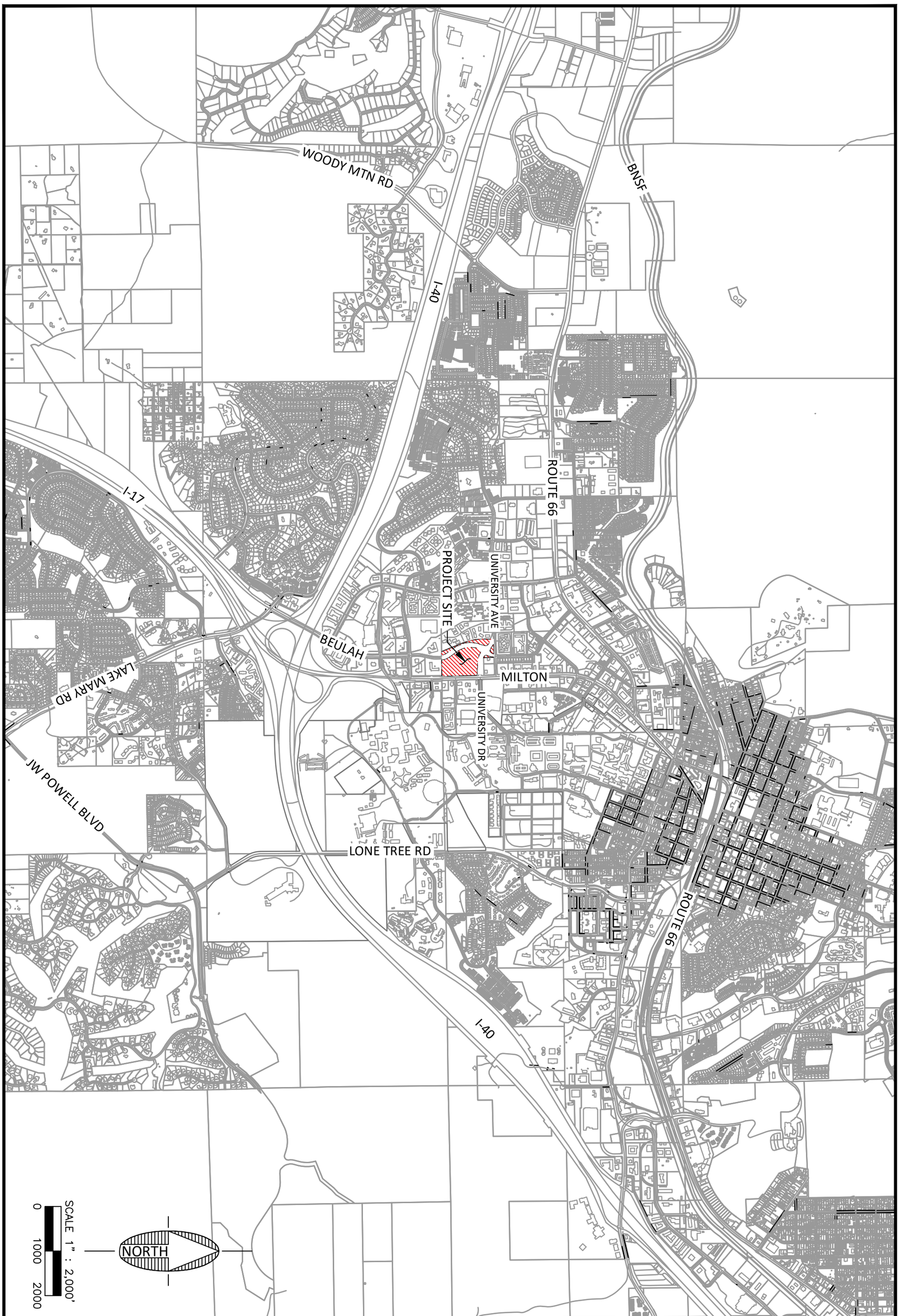
FLAGSTAFF

COCONINO COUNTY

DRAWN BY:
DATE: SEP. 2025
SCALE: N.T.S.
JOB NO: 224236

SHEET DO1 OF 4

DATE: Sep 17, 2025 FILE: X:\2024\224236\Drawings\Site Plans\Concept Zoning Plan\224236-Concept Zoning Plan Cover.dwg



SHEET D02 OF 4	DRAWN BY:	MILLTOWN MIXED USE	ARDURRA www.ardurra.com
	DATE: SEP. 2025	VICINITY MAP	
	SCALE: 1"=2000'		
	JOB NO: 224236	COCONINO COUNTY FLAGSTAFF	

DATE: Sep 17, 2025 FILE: X:\2024\224236\Drawings\Site Plans\Concept Zoning Plan\224236-Concept Zoning Plan Cover.dwg



SITE ANALYSIS:

A. EXISTING TOPOGRAPHY OF PROJECT SITE IS DEFINED BY A PROMINENT RIDGE LINE THAT DIVIDES THE PARCEL FROM THE SOUTHEAST TO NORTHWEST CORNERS.

B. SOLAR ORIENTATION AS SHOWN.

C. EXISTING VEGETATION CONTAINS MEDIUM TO DENSE PONDEROSA PINE ON THE EAST SIDE OF THE PARCEL. THE SITE INCLUDES SCATTERED OPENINGS CONTAINING SPARSE NATIVE GRASSES AND WEEDS. A MAJORITY OF THE EASTERN HALF OF THE SITE CONTAINS REMNANTS OF THE EXISTING ADOT MVD BUILDING. TRACTS A AND B WERE PREVIOUSLY DEDICATED FOR RESOURCE PRESERVATION.

D. THE PRIMARY VIEW CORRIDOR NOTICEABLE FROM THE SITE IS THE SAN FRANCISCO PEAKS TO THE NORTH. THE PARCEL IS SURROUNDED BY EXISTING RESIDENTIAL AND COMMERCIAL DEVELOPMENTS.

E. CLIMATIC CONSIDERATIONS FOR THE PROJECT SITE: THE PREVAILING WINDS ARE GENERALLY FROM THE SOUTHWEST AND AT 7,000 FEET FLAGSTAFF EXPERIENCES SNOW AND LARGE TEMPERATURE SWINGS. AS A RESULT OF REOCCURRING FREEZE/THAW CYCLES, PEDESTRIAN WALKWAYS WILL AVOID THE NORTH SIDE OF BUILDINGS AS MUCH AS POSSIBLE.

F. FLAGSTAFF SUBSURFACE CONDITIONS GENERALLY CONSIST OF ROCK AND/OR CLAY MATERIAL, IT IS EXPECTED THAT THIS SITE WILL BE THE SAME. ALL DESIGN WILL BE PER THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.

G. THERE ARE NO NATURAL STREAMS ON SITE. RUNOFF GENERALLY IS GENERALLY SPLIT ALONG THE SITE RIDGE LINE, WHICH DIVIDES FLOW TO THE SOUTHWEST AND NORTHEAST. SITE RUNOFF IS INTERCEPTED BY STORM DRAIN INLETS IN S BEULAH BLVD AND S MILTON RD.

H. THE PROJECT IS GENERALLY AN EXPORT PROJECT, WITH ALL ADJACENT LOTS ALREADY DEVELOPED AS HOUSING OR COMMERCIAL. THIS MIXED USE PROJECT WILL PROVIDE FIT WELL WITH EXISTING AND ANY FUTURE DEVELOPMENTS IN THE AREA.

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ARDURRA
www.arduurra.com

MILLTOWN MIXED USE

SITE ANALYSIS MAP

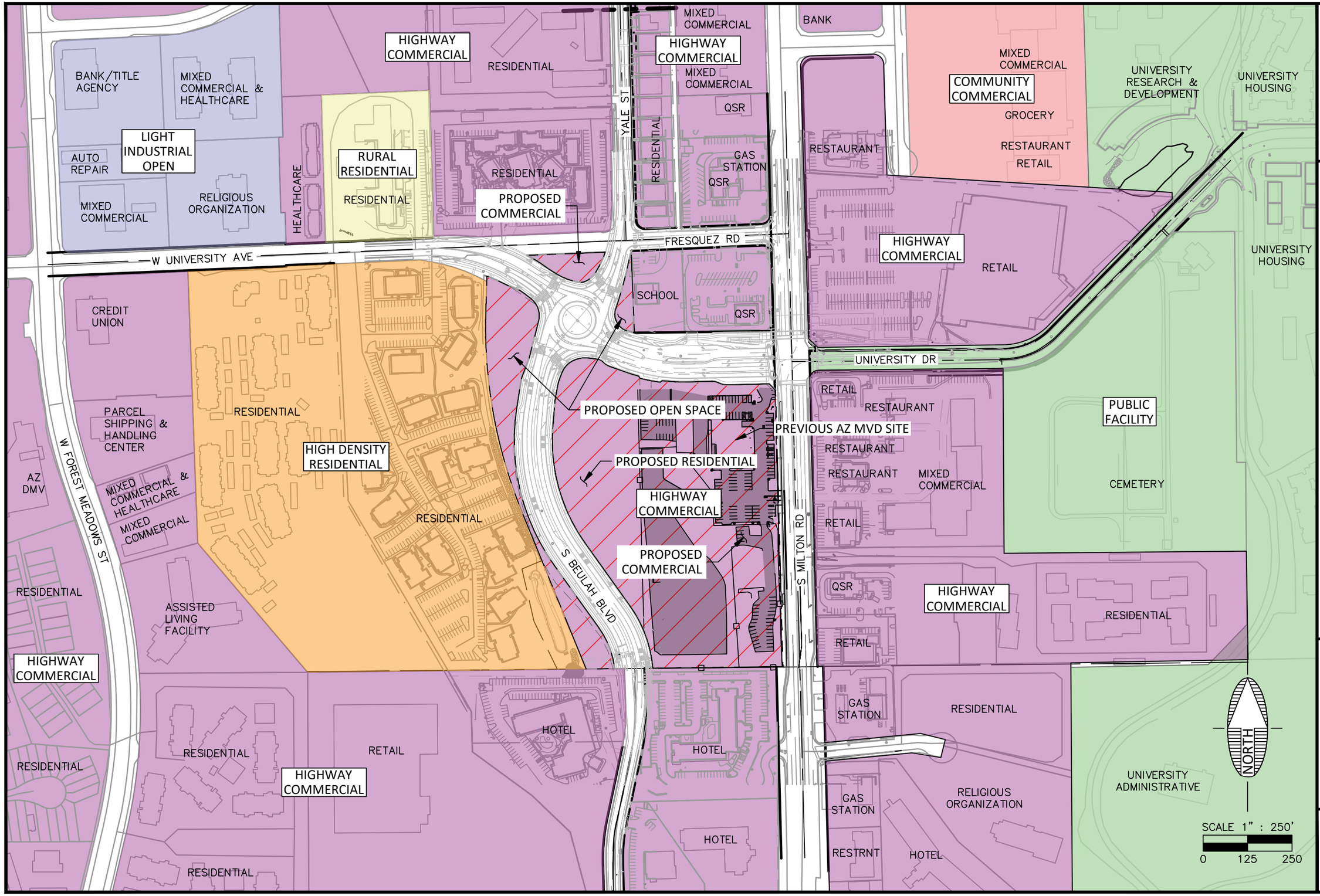
FLAGSTAFF

COCONINO COUNTY

DRAWN BY:	
DATE:	SEP. 2025
SCALE:	1"=150'
JOB NO:	224236

SHEET D03 OF 4

DATE: Sep 17, 2025 FILE: X:\2024\224236\Drawings\Site Plans\Concept Zoning Plan\224236-Concept Zoning Plan Cover.dwg



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CONTEXT ANALYSIS MAP

MILLTOWN MIXED USE

FLAGSTAFF

COCONINO COUNTY

DRAWN BY:	DATE: SEP. 2025	SCALE: 1"=250'	JOB NO: 224236

SHEET DO4 OF 4

DATE: Sep 17, 2025 FILE: x:\2024\224236\Drawings\Site Plans\Concept Zoning Plan\224236-Concept Zoning Plan Cover.dwg

PLANNING AND DEVELOPMENT SERVICES REPORT
DIRECT TO ORDINANCE ZONING MAP AMENDMENT

PUBLIC HEARING
PZ-16-00239-02

DATE: **February 5, 2018**
MEETING DATE: **February 14, 2018**
REPORT BY: **Tiffany Antol, AICP**

REQUEST:

Direct to Ordinance Zoning Map Amendment of approximately 18.11 acres at 1801 S Milton Road from the Rural Residential (RR) and Public Facility (PF) zones to the Highway Commercial (HC) zone with the Resource Protection Overlay (RPO) zone. This Zoning Map Amendment request is accompanied by a Preliminary Plat and Conditional Use Permit.

STAFF RECOMMENDATION:

Staff recommends the Planning and Zoning Commission forward the Direct to Ordinance Zoning Map Amendment request to the City Council with a recommendation for approval subject to conditions of approval.

PRESENT LAND USE:

The subject property is comprised of two existing parcels of land, in addition to a remnant piece of right-of-way after the realignment of University Avenue/Drive. The existing parcels include a 9.58-acre site owned by the City of Flagstaff that has four vacant buildings including a single-family residence, a modular home, barn, and garage. The other parcel is an 8.13-acre site owned by the Arizona Department of Transportation (ADOT), which includes several structures related to the ADOT Motor Vehicles Department and Roadway Maintenance Operations.

PROPOSED LAND USE:

A horizontal and vertical mixed-use development consisting of 48,400 square feet of commercial space with a 340-dwelling unit, 1,221-bed Rooming and Boarding facility.

NEIGHBORHOOD DEVELOPMENT:

North: Burger King and Montessori Schools of Flagstaff Westside Campus; Highway Commercial (HC) Zone
East: Greentree Village Shopping Center; Highway Commercial (HC) Zone
South: Baymont Inn & Suites; Highway Commercial (HC) Zone
West: Woodlands Village Apartments; High Density Residential (HR) Zone

REQUIRED FINDINGS

Staff Review

An application for a Direct to Ordinance Zoning Map Amendment shall be submitted to the Planning Director and shall be reviewed and a recommendation prepared. The Planning Director's recommendation shall be transmitted to the Planning and Zoning Commission in the form of a staff report prior to a scheduled public hearing. The recommendation shall include: an evaluation of the consistency and conformance of the proposed amendment with the goals and policies of the General Plan and any applicable specific plans; the grounds for the recommendation based on the standards and purposes of the zones set forth in Section 10-40.20 (Establishment of Zones) of the Zoning Code (page 40.20-1); and, whether the amendment should be granted, granted with conditions to mitigate anticipated impacts caused by the proposed development, or denied.

Findings for Reviewing Proposed Zoning Map Amendments

Direct to Ordinance Zoning Map Amendments shall be evaluated based on the following findings: the proposed amendment is consistent with and conforms to the goals and policies of the General Plan and any applicable specific plans; the proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City of Flagstaff (the "City"), and will add to the public good as described in the General Plan; and, the affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle access, public services, and utilities 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. If the application is not consistent with the General Plan, and any other applicable specific plan, the applicable plan must be amended in compliance with the procedures established in Chapter 11-10 of the City Code (Title 11: General Plans and Subdivisions) prior to considering the proposed amendment.

Introduction/Background

On May 16, 2000 the voters of Flagstaff passed proposition 403 which established the local transportation tax 2000 to provide funding for a variety of transportation system improvements including the arterial and collector street system, and multi-modal elements. The information pamphlet for this proposition specifically identified the Beulah Boulevard extension and the University Avenue realignment as "missing links" within the overall transportation network. The exhibit for this proposition showed an alignment for these roadways similar to the current proposal. The transportation tax has been collected on a pay-as-you-go-basis with a total of $7.375 million allocated for these transportation improvements. These funds became 100% available as of July 1st 2017; however, many years of work have been spent on moving this project forward.

In 2005, the City of Flagstaff acquired APN 103-21-002, a 9.58-acre site known as the "Fresquez Parcel" for approximately $2.7 million. This purchase was the first step in moving this transportation project to fruition and provides the majority of right-of-way necessary to accomplish the Beulah Boulevard extension. In order to accomplish the University Avenue/Drive realignment the ADOT District Offices and Regional Laboratory need to be relocated.

The City and ADOT began to explore options for partnerships in order to relocate the ADOT facilities. In July of 2009, the Arizona P3 (Public-Private-Partnership) Legislation was passed, allowing for partnerships between a public agency (in this case two public agencies) and a private-sector entity to allow greater participation in the delivery of a transportation project. Typically, the public agency assumes all the risks and responsibilities for a transportation project, but under the P3 the private partner takes on some of those risks and responsibilities. The Flagstaff P3 is the first time this initiative has been used to acquire new facilities for ADOT, which will free up land for roadway improvements and redevelopment. A Memorandum of Understanding was executed on March 28, 2012 and set out the parameters for how this P3 project would function. The City and ADOT would combine the remainders of their parcels after right-of-way dedication to be used for redevelopment. The redevelopment parcel would then be traded from ADOT to the developer for relocated ADOT facilities.

ADOT issued a Request for Qualifications in March 2012 to solicit a private partner who could relocate the ADOT facilities allowing for the construction of the road improvement project. The selected private sector partner was Vintage Partners, who proposed to relocate the ADOT facilities to the former Harkins Theater on Woodlands Village Boulevard. The P3 project was formalized through a Pre-Development Agreement (PDA) between Vintage, the City, and ADOT in March 2015. This PDA grants Vintage Partners the authority to apply for the required entitlements to pursue redevelopment of the remaining lands. ADOT and the City agreed to cooperate in good faith with Vintage Partners in order to process these entitlements, recognizing that the Flagstaff City Council retains its full discretion to approve or deny the entitlement applications. The PDA also commits a total of $7.375 million for the extension of Beulah Boulevard and the realignment of University Avenue, which would be completed by Vintage Partners in conjunction with their redevelopment project.

Site Plan Approval

On February 7, 2018, the Inter-Department Staff (IDS) approved a site plan, a copy of which is attached to the Direct to Ordinance Zoning Map Amendment report, for the proposed development subject to successfully obtaining a Direct to Ordinance Zoning Map Amendment, Preliminary Plat and Conditional Use Permit, which is for the establishment of Rooming and Boarding as part of a mixed-use development and the approval of additional building height. Should any of these applications be denied, the site plan as submitted will no longer be approved.

Proposed Rezoning and Development Plan

The applicant, Vintage Partners, is requesting rezoning approval to permit a mixed-use development consisting of 48,400 square feet of commercial development in conjunction with a 340-unit, 1,221-bed Rooming and Boarding Facility, referred to as "Mill Town". The proposed Preliminary Plat affiliated with this request will divide the two existing parcels described above into two lots, two tracts, and the right-of-way required for the extension of Beulah Boulevard and the re-alignment of University Avenue. Lot 1 is the largest parcel at approximately 10.10 acres. This lot is fronted on three sides by Milton Road to the east, University Avenue to the north, and Beulah Boulevard to the west. Lot 2 is approximately 0.63 acres and is located northwest of the Beulah/ University/Yale intersection. Tract A located west of Beulah and south of University is approximately 1.80-acres set aside as open space and resource protection area. Tract B is approximately 0.15 acres located between Yale Street and the adjacent charter school to provide for detention and Low Impact Development (LID), and to preserve additional tree resources. All lots and tracts are proposed to be rezoned to the Highway Commercial (HC) zone subject to conditions.

The majority of the development, is located on Lot 1 which consists of 3 commercial pads along the Milton Road frontage, and a five/six story vertical, mixed-use building setback approximately 200 feet from Milton Road but directly adjacent to Beulah Boulevard and University Avenue. The largest retail pad at 12,500 square feet is located in the northeastern corner of the lot at the intersection of Milton Road and University Avenue. This building is intended to be a small grocery store that will serve the larger neighborhood as well as the residents on site. The other two pads are 4,200 square feet each; located on either side of the main entrance from Milton Road. The pad to the south of this entrance is proposed to be a drive-through retail/restaurant. These two pads have the appearance of two-story buildings in terms of height but do not have secondary uses. Surface parking areas are located to the sides of the pads and between the pads and vertical mixed-use building creating an internal "main street". Parking areas are screened from street view either by natural berms or screen walls with landscaping.

The vertical mixed-use building is primarily five-stories except for the portion of the building directly above the ground floor retail, which is six stories. The Rooming and Boarding portion of the building consists of 614,500 square feet of housing plus 320,500 square feet of structured parking. The commercial portion of the buildings consists of 25,000 square feet with 26,200 square feet of garage. The commercial portions of this building have a plate height of 15 feet and a minimum depth of 60 feet as required by code. The total lot coverage for all buildings is 224,500 square feet or 48% of the lot area. The Highway Commercial zone allows a Floor Area Ratio (FAR) of 3.0. In mixed-use buildings, residential is not incorporated into the total FAR calculations. Structured parking is also not included in total FAR calculations. Including all components of this development, commercial, residential and structured parking the FAR falls just under 3.0. The proposed residential gross density for this project is approximately 19 units per acre based on the overall site of 18.11 acres. The proposed residential net density for this project is approximately 34 units per acre based on the size of Lot 1 at 10.10 acres. The mixed-use building wraps around an internal parking structure that is used for both residential and commercial uses. The building then breaks out into a series of wings that wrap around internal courtyards, which provide private open space areas for the residents.

Lot 2 is designated for approximately 2,500 square feet of single-story commercial development. The site is designed to have access from both Yale and University Avenue with parking set behind the building. The proposed building is located at the intersection as is preferred by the Zoning Code. Tract A, located on the western side of Beulah between the mixed-use site and the adjacent apartments, will serve as an open space area for the public with trails and benches. The majority of resources required to be preserved are located on this tract. Tract B provides for detention and LID as well as the preservation of additional resources.

Transportation Improvements

The primary factor driving this Direct to Ordinance Zoning Map Amendment request is the City's goal to realign University Avenue and extend Beulah Boulevard north to the future intersection of Beulah/Yale/University. The realignment of University Avenue will streamline and consolidate traffic flow to and from the Northern Arizona University (NAU) campus across Milton Road. This realignment will also improve the intersection of Milton Road and University Avenue, which is known to have one of the highest accident rates in Flagstaff. The extension of Beulah provides an important link and alternative option for north/south travel other than Milton Road. It is the City's desire that the roadways and all related infrastructure in the right-of-way will set the example of quality transportation improvements. These transportation improvements will increase regional connectivity for this area, improve safety, and facilitate development and activation of under-utilized parcels. The City hired Kimley Horn to prepare the Beulah-University Alignment Study, dated November 2015, to provide alignment alternatives and roadway cross-sections for Beulah Boulevard and University Avenue and prepare a Regional Traffic Impact Analysis to identify the regional transportation impacts caused by the transportation improvements without the added impact of the proposed project. The road alignment selected avoids significant cuts into the existing topography and creates parcels with better street connectivity.

The City is requiring the dedication of the right-of-way for current and future roadway widths, knowing that the immediate roadway needs will be less than the full right-of-way width. To assure that the correct areas are dedicated for right-of-way, the applicant has prepared a 30% design level of plan for the transportation improvements. These plans have helped to refine the expectations of each party as to responsibility for improvement costs. Because this project is part of a larger P3 project, traffic and circulation are addressed in two ways. First, the City is responsible for providing the realignment and extension of the roadways along with the other improvements within the right-of-way. Second, Vintage is responsible for their immediate site access requirements into the proposed development. The Development Agreement affiliated with this project identifies the specific components of the transportation improvements, as well as responsible parties. This staff report will focus on the higher-level improvements for this project. A breakdown of the transportation improvements identifying the responsible party is attached to this report.

The new University Avenue, from Milton Road to the Beulah/Yale intersection, will be constructed as a four-lane roadway with additional right-of-way reserved for a future right turn lane onto southbound Milton Road. Beulah Boulevard will be constructed as a two-lane roadway with the right-of-way provided for the ultimate four-lane roadway. The two outer most lanes will be constructed with a large landscaped median. The median can be converted to additional travel lanes when warranted. A roundabout is to be constructed at the intersection of University Avenue, Beulah Boulevard and Yale Street. The roundabout allows for a full access driveway into the project on University Avenue. New Flagstaff Urban Trail System (FUTS) trails are provided along the west side of the Beulah Boulevard extension and the north side of the University Avenue realignment, leading east to a pedestrian underpass crossing Milton Road. The pedestrian underpass and the associated off-site improvements are not included within the City's transportation improvements and will be the responsibility of the applicant, with a financial contribution from the City of $250,000. Eight-foot wide sidewalks are provided along the project boundaries on Beulah Boulevard and Milton Road with a six-foot wide sidewalk provided along University Avenue.

The City, Vintage, and Northern Arizona Intergovernmental Public Transportation Authority's (NAIPTA) are working together to support the permanent transit system and future high frequency transit line to be operated on the extension of Beulah Boulevard and the realignment of University Avenue. The proposed transportation improvements have sufficient right-of-way to allow transit-only lanes or transit route prioritization on both Beulah Boulevard and University Avenue. Transit-only lanes work to support high frequency service by prioritizing transit over all other vehicular traffic and allowing transit to utilize the travel lane for stops as pullouts tend to cause delays for transit service. City-wide planning efforts are underway to incorporate high frequency transit into the overall transportation networks. ADOT is leading an effort on the first of these studies, the Milton Road Corridor Study. Transit-only lanes remain an option within the transportation improvements and will continue to be discussed and refined as the project progresses.

General Plan/*Flagstaff Regional Plan (FRP 2030)*

The Regional Plan's (The "Plan") Future Growth Illustration on Maps 21 and 22 (same map; one is regional scale and one city scale) and the text of the Plan provide supplemental information for the interpretation of goals and policies. In case of any conflict between the Future Growth Illustration and the Plan's goals and policies, the goals and policies will prevail. The Future Growth Illustration has two types of land use designations: "Area Types" describe the place-making context of Urban, Suburban, Rural, or Employment, and "Place Types" such as activity centers, corridors, and neighborhoods provide the framework for the density, intensities, and mix of uses within the area types. The subject property falls within a Neighborhood Suburban Activity Center that is currently being considered for a Regional Plan amendment, in conjunction with the adoption of the High Occupancy Housing Plan, to a Regional Suburban Activity Center.

Neighborhood Suburban Activity Centers are mixed-use centers at intersections of circulation corridors and access roads with access to surrounding neighborhoods providing local goods and services and public spaces accessible to transit and the FUTS. Suburban Activity Centers call for a density range of greater than 6 units per acre for mixed-use projects. The mix of uses within the commercial core should include services, offices, retail, restaurant, residential mixed-use and public spaces. Neighborhood commercial is intended for all commercial retail and service uses that meet consumer demands for frequently needed goods and services, with an emphasis on serving the surrounding residential neighborhoods. These areas are typically anchored by a grocery store, with supporting retail and service establishments. Transportation features of a Suburban Activity Center include easy-to-access parking available via shared lots, shared parking structures, lots and on-street parking with pedestrian paths through and around parking areas. Transit stops should be available. Suburban block sizes may be larger than urban areas but must have highly connected bike and pedestrian infrastructure across the block and not solely around the block edges.

Applicable General Plan Goals and Policies

Staff has identified Regional Plan Goals and Policies that could be applied to support or not support the proposed Direct to Ordinance Zoning Map Amendment. These goals and policies are located in an attachment to this report and within the applicant's narrative. The following is a discussion of how the project meets or conflicts with goals and policies in each chapter.

Environmental Planning & Conservation (Air Quality, Climate Change and Adaptation, Dark Skies, Ecosystem Health, Environmentally Sensitive Lands, Natural Quiet, Soils, and Wildlife)
In accordance with the goals and policies of this section the subject property is to be included within the Resource Protection Overlay (RPO) zone. A Natural Resource Protection Plan has been provided in conjunction with the Site Plan and Preliminary Plat applications that preserves the required slope and forest resources on this site. The other most relevant policies are the ones in relation to dark skies. Outdoor lighting plans were submitted in conjunction with the site plan application and the proposed lighting for the site is in compliance with the Zoning Code. There were no significant natural resources from the Regional Plan Map 7 identified on this site.

Open Space
This application includes a 1.80 acre tract set aside as open space to provide a buffer between adjacent residential projects and the proposed vertical mixed-use building. This open space preserves forest and slope resources for the project and will be open for use by the general public.

Water Resources (Water Sources, Water Demand, Stormwater and Watershed Management, and Water Quality)
As shown on Map 21, the Property is located within the Urban Growth Boundary. A Water and Sewer Impact Analysis and Drainage Analysis was completed for the project. The conclusions and requirements of these analyses are addressed in the Public Systems Impact Analysis section of this report. Both of these analyses adequately address the goals and policies of this chapter.

Community Character (Scenic Resources and Natural Setting, Heritage Preservation, Community Design, and Arts, Sciences and Education)

Milton Road is classified as a Great Street as well as a Gateway Corridor and is the main entrance to Flagstaff from the south. As stated by the Regional Plan "Driving on Milton Road from 1-17 sends drivers towards a masterpiece of environmental beauty framed by hodgepodge development and a very busy arterial street. The unrestricted access and center turn lane makes Milton a dangerous experience for pedestrians and cyclists and it is uninviting to walk or experience. It is the main connector between multi-family residential uses, the university and downtown." The large mixed-use building is deliberately set back from Milton Road in order to maintain the sweeping vista of the San Francisco Mountains as seen when entering Flagstaff from the south. The view, however, is the only iconic feature of this portion of the Milton corridor. There are no historic neighborhoods, existing single-family residential neighborhoods, or cultural resources deemed significant within the vicinity of this project. The project maintains a high level of architectural design with urban design features that are inviting to the public and encourage alternative modes of transportation. Urban design is key for the success of mixed-use developments. Walkable-scale developments can achieve many community goals, from increased public transit use to economic development opportunities. Concentrated development, however, must be designed and built with respect for Flagstaff's character. The City has committed to utilize 1% (approximately $80,000) of the total cost of the transportation improvements to incorporate public art into the right-of-way.

Growth Areas & Land Use (Reinvestment, Greenfield, Urban Area, Suburban Area, Rural Area, Employment Area, Special Planning Area, and Activity Centers)

The preferred land use scenario used for the Regional Plan includes less single-family development and more mixed-use development in the name of sustainability. "Suburban development means more vehicle miles traveled, greater emissions, and greater water demand. More urban-type development results in fewer vehicle miles traveled, fewer emissions and less water demand." The Plan promotes concentrated development in or near the city core and in Activity Centers. As stated previously, the subject property is located within a Neighborhood Suburban Activity Center. The proposed development includes public spaces, parks, and plazas, with a mixture of residential and commercial uses, and is designed to incorporate alternative modes of transportation. The Mill Town project is considered an infill, redevelopment site. The project provides ample amenities for the public and the residents of the site. The proposed uses of the site do not include substantial employment opportunities as is preferred within an Activity Center. "Existing Activity Centers have great potential for increase activities, densities and mixed-use with focused reinvestment by both the public and private sectors." Currently, this Activity Center is underutilized with low intensity commercial and few residential developments. The proposed project adds the density, intensity, and mix of uses necessary to activate civic spaces and pedestrian environment.

Transportation (Mobility and Access, Safe and Efficient Multimodal Transportation, Environmental Considerations, Quality Design, Pedestrian Infrastructure, Bicycle Infrastructure, Transit, Automobile, Passenger Rail and Rail Freight, Air Travel, and Public Support for Transportation)

Mill Town, as part of the P3 project, is designed to incorporate citywide transportation improvements for vehicles, pedestrians, bicycles, and transit that increase network connectivity for all modes. This project will result in an alternative north/south connection other than Milton Road, which is a heavily congested corridor. The realignment of University Avenue will increase safety for vehicles and alternative modes of transportation by eliminating a disjointed intersection. The developer's addition of a pedestrian underpass across Milton Road will enhance pedestrian and bicycle safety at an already heavily used intersection. The project can be efficiently served by local transit with the hope that higher level transit improvements can be added to the transportation improvements. All of these features work in concert to provide new "complete streets" within the City of Flagstaff transportation network. Activity Centers are meant to be pedestrian and transit oriented and this project meets both of those criteria in terms of design and the associated improvements.

Cost of Development

This chapter primarily addresses new development paying its fair share of public facilities, services, and infrastructure. Impact analyses helps to determine the specific proportion as share for each development. A review of the impact analyses for this project and the mitigation required is discussed in the Public Systems Impact Analysis section of this report.

Neighborhoods, Housing, and Urban Conservation
NAU students make up approximately 25% of the City's population. The student population's increasing demand for housing impacts the cost and availability of housing in the region, which results in a higher demand for multi-family housing. The Mill Town project provides an additional 1,221-beds of student housing within walking distance of NAU. The project does not, however, provide a mix of housing types on-site or help fill the need for workforce housing. The proposed mixed-use, student housing project does make use of an existing underutilized site as encouraged by the Regional Plan.

Economic Development (Responsive Government, Education and Workforce Training, Business Retention, Expansion and Entrepreneurship, Business Attraction, Tourism, Community Character and Redevelopment and Infill)
The Mill Town development is a prime example of redevelopment of an underutilized property designed to accomplish regional transportation improvements within a designated Activity Center.

Recreation
Development projects are encouraged to integrate active and passive recreation sites into their design. The Mill Town project provides several locations for both types of recreation. Private and public open spaces areas have been incorporated into the project boundaries. Ample civic space is provided to enhance the public and commercial component of this mixed-use development.

Policy Analysis

This list below identifies several key points and community benefits supporting (+) or not supporting (-) the proposed amendment:

+ The property is considered redevelopment, is within the Urban Growth Boundary, and can be efficiently and effectively provided with facilities and services by the City;
+ The project will complete regional transportation system improvements that serve other areas in the City;
+ The project will provide open space amenities and extensions of the FUTS in addition to a pedestrian underpass across Milton Road;
+ Adding high density residential to an Activity Center where the character is currently low intensity commercial**;**
+ Mill Town is a centrally located project with convenient access to many required resources, including transit;
- The project does not include residential or office uses over the commercial buildings fronting the Milton Road corridor;
- The project does not include employment type uses within this Activity Center; and,
- The project does not provide affordable housing or a mix of housing types.

High Occupancy Housing Specific Plan

The High Occupancy Housing (HOH) Specific Plan was in the process of being prepared during the review of the site plan, preliminary plat, and zoning map amendment cases for this site. The HOH plan is scheduled for adoption just prior to City Council review of these applications. While the HOH plan goals and policies were not directly applied to this application, staff worked with the applicant to integrate as many of the strategies as possible into the proposed development. For example, the applicant has agreed to add recycling chutes in addition to garbage chutes for better waste management as suggested in the HOH plan. The Regional Plan Amendment to change the existing Activity Center from Neighborhood to Regional would make this site a preferred location for high occupancy housing projects.

Zoning – City of Flagstaff Zoning Code

If this Direct to Ordinance Zoning Map Amendment request is approved, approximately 18.11 acres will be rezoned to the

Highway Commercial zone with the Resource Protection Overlay (RPO) zone. Development of the site will be conditioned to the approved site plan. Any substantial change to the approved site plan would require a new rezoning request and further review and approvals by the Planning & Zoning Commission and City Council. The Site Plan provided includes the overall site layout; open space and civic space areas and calculations; parking areas and calculations; landscaping and screening; architectural renderings; colors and material specifications; 3D views of the proposed development; and, exterior lighting details.

Site Planning Standards

In accordance with Section 10-30.60.030 of the Zoning Code (Page 30.60-2), a site analysis was completed in conjunction with the concept plan for this project that considers the topography of the site, solar orientation, existing/native vegetation types, view corridors, climate, subsurface conditions, drainage swales and stream corridor, and the built environment and land use context. The findings of the site analysis were used for the layout of the mixed-use development, open space and civic space areas on site. The largest building on the site is set back approximately 200 feet from the Milton Road corridor in order to maintain the sweeping views of the San Francisco Mountains when entering Flagstaff from the south. The mixed-use building and road layout are designed to work with the existing topography. Open/civic spaces have been provided for public access as well as private open space areas for the residents of the development. These areas also provide buffers from existing multi-family developments to the west of the subject property. The surrounding land use context includes a variety of uses and structures including single-story restaurants and retail stores, multi-story hotels, and multi-story apartments.

Resource Protection

The applicant has provided resource calculations of existing resources found on the property. Based on the preliminary calculations, it appears that the minimum protection threshold requirements can be met. The Zoning Code protection factors for commercial zones are as follows:

80% of steep slopes (25% and over)
70% of moderate slopes (17-24.9%)
30% of forest canopy

The Zoning Code allows a 5% reduction in the required forest preservation rates if civic space is provided. A detailed Natural Resource Protection Plan was included with the Preliminary Plat for this project.

Open Space & Civic Space

Mixed-use developments are required to provide residential uses with common or private open space. Open space areas for the residents have been incorporated into the design of the building in a series of courtyards that provide recreational amenities. Additionally, the project sets out approximately 1.8 acres of public open space in a separate tract. This tract allows for the preservation of mature trees and steeply sloped areas while providing a buffer between residential uses. The site plan identifies a total of 3.39 acres of common open space on the mixed-use site.

Section 10-30.60.060.B.1.b of the Zoning Code (Page 30.60-11) requires developments with 50 or more dwelling units to provide a minimum of five percent of the site as civic space. A total of .5-acres of civic space are required for this project. The site plan identifies a total of 1.73 acres of civic space provided as part of the mixed-use development.

Pedestrian and Bicycle Circulation Systems

The Mill Town project includes enhanced pedestrian and bicycle facilities to connect with the NAU campus. The most prominent of these is an underpass tunnel on the north leg of Milton Road to completely separate pedestrians and bicyclists from Milton Road traffic. FUTS shared-use pathways are designated along the north side of University Avenue/Drive and the west side of Beulah Boulevard. Therefore the project includes a ten-foot pathway along the north side of University from Beulah Boulevard to the existing NAU pathway that now ends at the east edge of the Target parcel, and a ten-foot pathway on the west side of Beulah Boulevard from University Avenue south to the existing pathway. An eight-foot wide sidewalk along the east side of Beulah Boulevard from University Avenue to Forest Meadows Street is also included. This will

accommodate students walking from Mill Town to south campus via Beulah Boulevard and McConnell Drive. The project also provides a pedestrian connection through the site from the southwestern corner along the adjacent parcel into the commercial core of the mixed-use project. The sidewalk along Milton Road adjacent to Mill Town will also be eight feet wide. Both University Avenue and Beulah Boulevard will include on-street bike lanes within the project area. Due to its proximity to NAU, the Milton Road pedestrian and bicycle underpass, available transit service, and its mixed-use nature, Mill Town is expected to generate only about half the vehicle trips that would be anticipated without all of these features.

Compatibility and Architectural Design Standards

Compatibility does not mean "the same as" but rather it refers to how well a new development is sensitive to the character of existing development. The Zoning Code breaks down compatibility into three categories: Patterns of Development, Scale, and Continuity.

Patterns of Development includes streetscapes, site relationships, signage, and landscape features. The primary streetscape of the subject property is Milton Road. Suburban landscaping and setbacks standards have been applied to this frontage with increased sidewalks widths, pedestrian connectivity, buildings moved closer to the street with accessible civic spaces. The streetscape is enhanced, but remains consistent with the surrounding area.

Scale refers to similar or harmonious proportions, overall height and width, the visual intensity of the development, and the building massing. The proposed mixed-use building is significantly larger than the existing buildings surrounding the site. A Conditional Use Permit is requested to exceed the maximum height of the Highway Commercial (HC) zone for the portion of the building that fronts Milton Road. The building has been setback from Milton Road so that it will not dominate over the existing buildings. The proposed building has both vertical and horizontal articulation in accordance with the Zoning Code to ensure that traditional proportions can be observed. The building form is broken horizontally and vertically to make the building appear smaller or rather made up of several different buildings.

Continuity encompasses patterns of development and scale, but also site development, building forms, texture, materials, details, and colors. The proposed mixed-use building has steeply pitched roofs that provide variation in the building forms. The site plan includes very high quality materials for the building such as stone and timber. The buildings are comprised of materials and colors that are compatible with Flagstaff characteristics.

Landscaping

Landscaping plans are not required in conjunction with a Direct to Ordinance Zoning Map Amendment. The applicant did provide a detailed landscaping plan that meets the requirements of parking lot landscaping, street buffer landscaping, public right-of-way landscaping, open space landscaping, and landscape screening standards found within Section 10-50.60 of the Zoning Code (Page 50.60-1). The landscaping design for this project includes a combination of urban and suburban landscaping to develop specific character areas within the development. A final landscape plan will be reviewed at the time of civil plan submittal.

Outdoor Lighting

The subject property is located within Lighting Zone II and is allowed a total of 50,000 lumens per acre. Lighting allowances were based on the resultant parcels and not the total gross acreage. The applicant has worked to ensure that the site exceeds the City's outdoor lighting standards. A lighting plan was reviewed in conjunction with the site plan and will be reviewed for compliance again at the time of building permit submittal.

Parking

Commercial parking is provided in a surface parking lot along the internal drive within the Mill Town mixed-use project and within the parking garage at the center of the mixed-use building. All of the residential parking is contained within the parking garage. The applicant has provided a parking demand study, a copy of which is attached, to reduce the required amount of parking for the Rooming and Boarding Facility. Section 10-50.80.040.A (Page 50.80-7) of the Zoning Code requires a minimum of one parking space per bedroom, plus one space per owner or manager within a Rooming and Boarding Facility. In this case that would require no less than 1,221 parking spaces with a few spaces for on-site managers in combination with the required

commercial parking spaces. The City of Flagstaff Transportation Engineering Program performed a study of student housing related projects in Flagstaff, a copy of which is attached to this report, that are known to be occupied with large number of students. The study determined that the actual parking need for these types of facilities averaged about 0.77 parking spaces per bed. The site plan has been approved with a parking rate of 0.79 parking spaces per bedroom (a total of 965 spaces for 1,221 beds).

PUBLIC SYSTEMS IMPACT ANALYSIS

Traffic/Right-of-Way Impact

The Mill Town Transportation Impact Analysis (TIA) included 19 existing and proposed intersections and driveways, extending along Milton Road from Forest Meadows Street to Butler Avenue, along Yale Street and Beulah Boulevard from Forest Meadows Street to Plaza Way, and along University Avenue/University Drive from Woodlands Village Boulevard to the Target driveway east of Milton Road. Ten of the intersections/driveways are along City roadways, eight are ADOT locations, and one, the Target driveway, is under NAU's jurisdiction. The TIA was done to meet both the City's and ADOT requirements. The analysis considered opening year, assumed to be 2018, and five years after opening, 2023. Since the Mill Town project includes the City's capital street project, realignment of University Avenue and construction of Beulah Boulevard south of University Avenue, staff also considered a 20-year horizon for the new streets.

The City's intersections are expected to operate at acceptable service levels with the development in place, except for westbound to southbound left turns at Forest Meadows and Beulah Boulevard. However, this movement has a poor service level today, and traffic due to the proposed development will have little impact here. In addition, the new Beulah Boulevard connection between University Avenue and Forest Meadows Street will provide an alternate route for some of the traffic now making that westbound left turn. Peak period delay is expected to increase for left turns out of the Target/Green Tree Village Shopping Center driveways on University Drive. Drivers are likely to take less direct alternate routes during the heaviest traffic times.

Although originally planned as a conventional intersection, the new University/Beulah/Yale intersection will be a roundabout. The conventional intersection design did not provide adequate sight distance for drivers turning into Mill Town from University Avenue. The developer indicated left turn access at this driveway is essential for the commercial portion of the development, especially to accommodate large delivery trucks for which a right turn out would be difficult or impossible. The roundabout design not only provides adequate sight distance at the driveway, it also provides ample traffic capacity to accommodate additional growth. The single lane roundabout can handle the traffic anticipated throughout most if not all of the street project's 20-year design life, and will be designed so it can easily be converted to dual lane operation if ever needed. Since small design details can have significant impacts on how well a roundabout works, the City contracted with an independent roundabout expert to review the design, resulting in several tweaks to optimize the roundabout's performance.

Completing the Beulah Boulevard connection between University Avenue and Forest Meadows Street, and realigning University Avenue with University Drive will provide additional route options and is expected to result in some changes to the distribution of traffic in the area. There is a significant amount of traffic moving between Milton Road south of University Drive and Beulah Boulevard south of Forest Meadows Street, and it all has to turn left off of Forest Meadows Street in one direction or the other. The new Beulah Boulevard connection will provide an alternative where left turns can be made easily at the roundabout with no need to use Forest Meadows Street. Also, since Beulah Boulevard will connect to Yale Street at University Avenue, traffic heading to and from destinations between Yale Street and Milton Road can stay on Beulah Boulevard and Yale Street and stay off of Milton Road. The ability for eastbound University Avenue traffic to turn left onto Milton Road at a traffic signal may attract some traffic that now uses Plaza Way, Riordan Road or even Route 66 to get to northbound Milton Road. It will take some time for drivers to try out alternate routes before traffic settles into a steady pattern, but the new street configuration will reduce some of the pressure on Milton Road and on Forest Meadows Streets for local trips, and provide a route that is more accommodating for pedestrians and bicyclists.

The ADOT facilities nearest Mill Town are more sensitive to any additional traffic because they are already heavily loaded. Realigning University Avenue with University Drive and providing dual left turn lanes and an exclusive right turn lane for eastbound will better accommodate the traffic here. Significant reduction in traffic delay can be made if the underpass eliminates the need for at-grade Milton Road pedestrian crossings. The Mill Town access point on Milton Road (Access A) will be across from the existing driveway for the University West Apartments, and is expected to make left turns out of the apartment driveway more difficult during peak times. Restrictions on some movements may be needed in the future should a safety problem develop.

Water and Wastewater Impact

The Mill Town Mixed-Use Public Water and Sewer Impact Analysis was completed March 23, 2017 after the submittal of a concept plan application for the proposed project. The proposed development is located within the City of Flagstaff urban growth boundary and has the ability to be served by City water and sewer utilities. Currently there is no infrastructure in the ground on-site to support this development so all on-site sewer and water systems will have to be designed and built. It is the developer's responsibility to design, acquire adequate right-of-way, and construct all on-site and connecting water infrastructure in accordance with all applicable City, State, and Federal rules and regulations.

Water
All public water infrastructure exists in the right-of-way adjacent to this property. There is an 8" water main extended across the full property frontage within the existing alignment of Milton Road, and an 8" main within University Avenue. New infrastructure will be constructed as part of the transportation improvements. The existing 8" water main that terminates on the north end of Beulah Boulevard will be extended to the north within the Beulah Boulevard extension to the new intersection with University Avenue. The water main will continue north and connect to an existing 8" water main in Yale Street. A new 8" water main will also be constructed within the University Avenue realignment and will connect an existing 8" water main in University Avenue to an existing 8" water main in Milton Road. The new 8" water mains will provide domestic water and fire service to the project. All appropriate looping and second source requirements will be satisfied. The property lies within the City of Flagstaff Zone "B" water pressure system limits, and appears to meet the minimum pressure requirements stated in the City of Flagstaff Engineering Standards.

Wastewater
To provide sewer services to the project, a new 12" sewer main will be constructed within the University Avenue re-alignment as part of the transportation improvements. It will connect an existing 8"sewer main in University Avenue west of Milton Road to an existing 12" sewer main behind Trail Crest Brewing Company on University Drive east of Milton Road.

Stormwater Analysis

The Mill Town project's overarching drainage concept is to provide peak flow stormwater discharge mitigation, total stormwater runoff volume mitigation, and improvement to the water quality of site discharges. Topography of the project site splits the drainage into two watersheds, the Sinclair Wash and Clay Avenue Wash watersheds. Mitigation measures and stormwater quality improvement requirements are applied for each watershed. The Mill Town project has been further separated into on-site development and the transportation improvements. Mitigation measures and stormwater quality improvement requirements are applied to each of the two separate developments to maintain the same overarching drainage concept requirements.

Development of the Mill Town site will meet the mitigation and water quality requirements through the use of subsurface water storage systems consisting of both a detention and a retention storage capacity. Water quality improvements consisting of sediment capture components will be incorporated into the subsurface storage systems. Essentially, impervious surface areas of the site, will have runoff routed to landscaping areas and subsurface collection systems. The subsurface

collection systems will collect surface flows not able to be stored within landscape areas and these flows will be routed through filters to capture sediment and other debris before entering the larger containment systems. Roof areas will connect to roof drains that discharge directly to the subsurface system. Discharge from the containment systems will be through low flow outlets designed to slow discharge of the retained volume for a 24 hour to 36 hour drain time.

Development of the City transportation improvements will include routing of impervious roadway surfaces to subsurface drainage systems that split the roadway project between the two watersheds. The proposed roadway surfaces within the Clay Avenue Wash watershed area of the project are located in areas with substantial existing impervious. Roadway in this area is designed to be a reduction in total impervious area, therefore, mitigation parameters for this portion of the roadway will be accomplished by the reduction in impervious area. Discharges from this area will flow by the subsurface conveyance system to the existing detention facility behind Target building. Existing discharges from this area of the site ultimately flow to the same location via a combination of subsurface and above ground conveyance. The proposed roadway surfaces within the Sinclair Wash watershed area of the project are in an area with little existing impervious surfaces and therefore are to be routed to mitigation and filtration facilities. The proposed subsurface conveyance system for this portion of roadway will discharge to an existing drainage channel and detention facility located on the west side of the development. A proposed expansion of the existing detention facility will incorporate an 'LID extended detention' facility in the lower portion of the basin which will essentially serve as volume mitigation and water quality feature through a soil filtration system with metered discharge designed to slow discharge of the retained volume for a 24 hour to 36 hour drain time.

DEVELOPMENT AGREEMENT

A draft development agreement has been prepared and continues to be negotiated throughout the review of this project. The primary purpose of this agreement is to set out roles and responsibilities in regards to the transportation improvements. The agreement separates the pedestrian underpass from the transportation improvements, defines budget limits for the improvements, and includes provisions for transit lanes and bus stops. A copy of the draft will be provided to the Commission at the February 28, 2018 hearing.

CITIZEN PARTICIPATION

Public hearings before the Planning and Zoning Commission and City Council are conducted in conjunction with requests for Direct to Ordinance Zoning Map Amendments. In accordance with State Statute, notice of the public hearing was provided by placing an ad in the Daily Sun, posting notices on the property, and mailing a notice to all property owners within 900 feet of the site excluding rights-of-way.

The applicant held two neighborhood meetings in regards to this case on June 15, 2017 and June 26, 2017 at the ADOT training facility, located at 1901 S Milton Road. Thirty-eight (38) individuals attended the first meeting and thirty-three (33) individuals attended the second meeting. A Citizen Participation Report, attached, was prepared in response to the comments and concerns presented. The meetings included introductory presentations from the applicant, a question and answer session, and a break-out session where attendees had the opportunity to ask questions of the development team and view project boards. Comments on the project included concerns on the road designs, scale/bulk/mass of the proposed building, focus on student housing rather than community housing needs, proposed uses, and affordability.

Four letters from the public have been received as of the writing of the report. Two of these letters are included in the Citizen Participation Report. The additional letters are attached to this staff report.

RECOMMENDATION:

Two public hearings are required for Direct to Ordinance Zoning Map Amendments that involve the development with more than 300-dwelling units. At the February 14, 2018 Planning & Zoning Commission meeting, staff recommends opening the public

hearing, taking public comment, and continuing the hearing until February 28, 2018. For the February 28, 2018 Planning & Zoning Commission meeting, staff recommends approval of PZ-16-00239-02 with the following conditions:

1. The subject property must be developed in accordance with the approved site plan and conditions of approval dated February 6, 2018. Modifications (other than minor modifications) to the approved site plan will require an amendment to this Direct to Ordinance Zoning Map Amendment request.

2. All other requirements of the Zoning Code and other City codes, ordinances and regulations, shall be met by the proposed development.

3. A materials management plan shall be prepared for the Mill Town project to be submitted in conjunction with building permits to enhance optimum waste management options including recycling. The mixed-use vertical building shall include chutes for both general waste and recycling materials.

4. Applicant must install, at their expense, the pedestrian underpass across Milton Road, with financial contributions from the City of Flagstaff as stated in the Development Agreement. Improvements must be designed to ADOT standards and installed in conjunction with the transportation improvements and prior to the occupancy of the mixed-use building.

5. All terms, conditions, and restrictions detailed within the "Mill Town Development Agreement" must be fully satisfied.

6. If the applicant fails to obtain final plat approval for Mill Town, or obtain an extension of zoning within five (5) years of the effective date of the rezoning ordinance, the City Council may take action to revert the zoning back to the former classification of Rural Residential (RR) and Public Facility (PF), per Section 10-20.50.060 of the Zoning Code.

Attachments:

- Application
- Legal Notice
- Zoning District Legal Descriptions
- Project Narrative
- Approved Site Plan
- FRP 2030 Applicable Goals and Policies
- FRP 2030 Map 21 Enlargement of subject property
- Mill Town TIA Executive Summary
- Parking Demand Study
- Citizen Participation Plan/Report
- Letters received by staff

Milltown Mixed Use (PZ-24-00162)
Zoning Map Amendment Narrative (for Site Plan Modification)

I. Introduction

This Narrative is included with the Large-Scale, Direct-to-Ordinance Zoning Map Amendment Application (the "Application") submitted by Gammage & Burnham, PLC on behalf of Toll Brothers ("Toll"), along with Vintage Partners ("Vintage" and collectively with Toll, the "Applicants") to modify the previously approved Site Plan for Milltown. Vintage and its development partners have worked diligently to increase housing accessibility in the City of Flagstaff. Together with Toll, a nationally respected homebuilder, Vintage now proposes to revitalize a vacant infill property with a high-quality mixed-use development consisting of four commercial pads and a contemporary multifamily component (the "Project"). As explained in this Narrative, the Project supports the goals, policies, and spirit of Flagstaff's Regional Plan by supplying housing and retail in a Regional Activity Center.

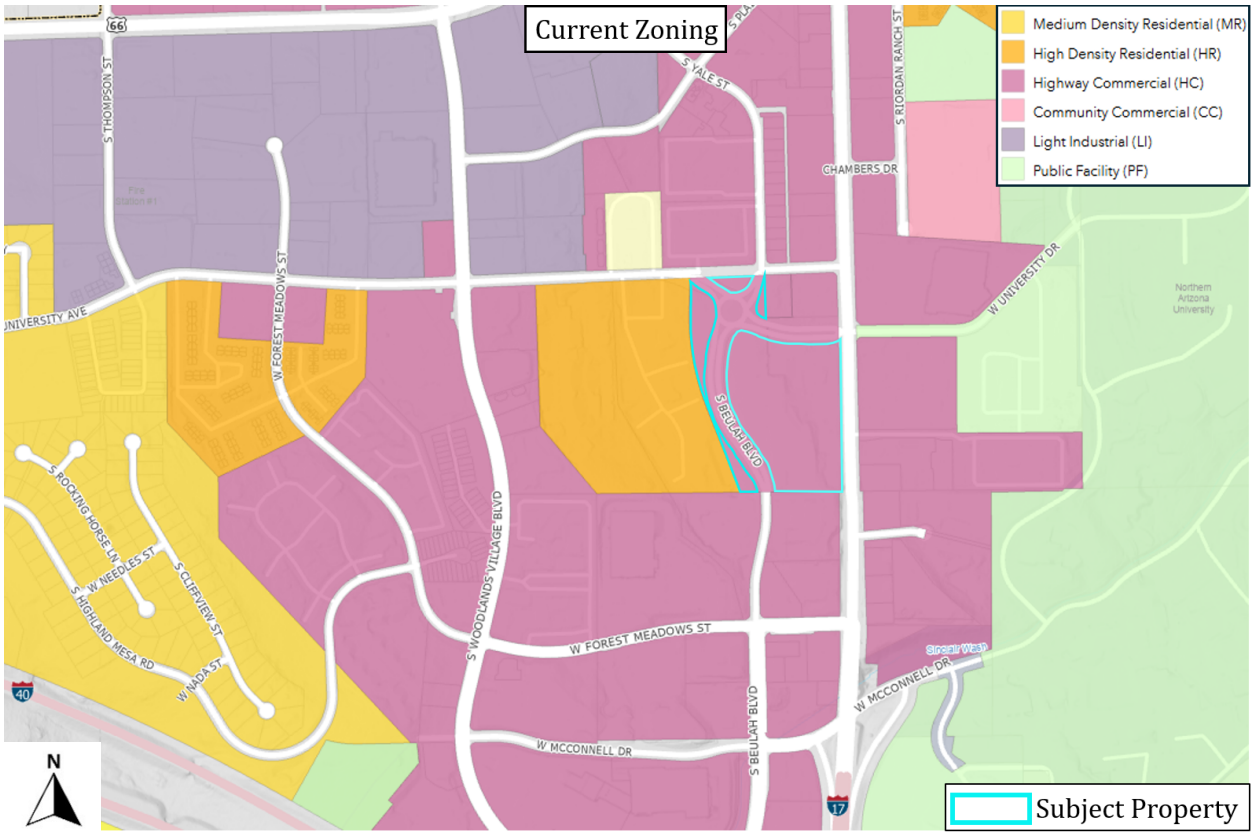
II. Subject Property

Applicants propose to develop the Project on approximately 12.29 acres of property assigned Coconino County Assessor's APNs 103-21-024, -025, -026, and -027 (collectively, the "Property"). Aside from a multi-use path and associated pedestrian improvements, Parcels -026 ("Tract A") and -027 ("Tract B") will be left mostly in their current, natural state. Parcel -025 ("Lot 2") will accommodate one commercial pad. And Parcel -024 ("Lot 1"), which is approximately 10.07 acres in size, will accommodate all other components of the Project, including 265 multifamily dwelling units and three commercial pads. The Property is shown in **teal** on the Aerial Map, below. Lot 1 is indicated with hatching.

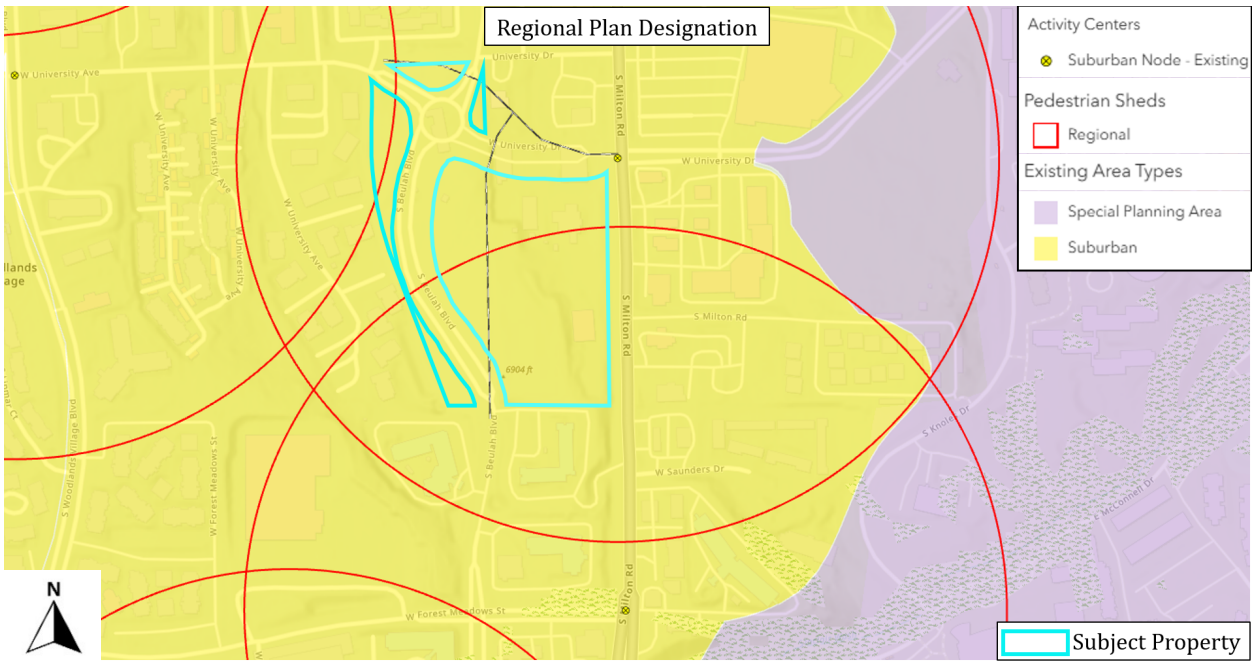


The Property is zoned HC – Highway Commercial and is located within the Resource Protection Overlay ("RPO"). HC zoning is intended for development of commercial and residential

uses, though residential uses should be buffered from adjoining highway corridors by commercial buildings. The Property is outlined in **teal** on the Zoning Map, below.



The Property is in an existing Suburban Area under Regional Plan 2030 and is situated within overlapping Regional Pedestrian Sheds of three existing Suburban Activity Centers (S8, S9, and S14). The Regional Plan calls for "[l]arger, mixed-use centers" in this location, with greater than fourteen dwelling units per acre. The Property is shown in **teal** on the Regional Plan Map, below.



As shown on the Location/Vicinity Map, enclosed with this application as **Item I.8**, Lot 1 is bounded to the north by University Drive, to the east by Milton Road, and to the west by a recently completed extension of Beulah Boulevard. Immediately surrounding uses include:

- Burger King and the Montessori School of Flagstaff (Westside Campus) to the north;
- Green Tree Village Shopping Center, In-N-Out Burger, Target, and other commercial uses to the east across Milton Road;
- Baymont Inn & Suites to the south; and
- Woodlands Village Apartments to the west.

Lot 2 is located to the north of Lot 1 and is bounded by Yale Street to the east and University to the south. The remaining two parcels, Tracts A and B are generally situated to the south of Lot 2. Tract A is bounded by University Drive to the north and the Beulah extension to the east, and Tract B is located to the east of Yale Street. All of the Property's parcels are within walking and biking distance to the Northern Arizona University campus, which is approximately a quarter mile to the east along University Drive.

The Property is currently vacant but previously accommodated the Arizona Department of Transportation ("ADOT") northern headquarters—which, along with the Flagstaff Harkins Theater, was relocated by Vintage as part of a three-way private-public partnership ("P3") with the City and the State of Arizona.

III. Project History and Current Proposal

Project History

In 2018, as part of this P3, the Flagstaff City Council approved Direct-to-Ordinance Zoning Map Amendment PZ-16-00239-02, rezoning the Property to its current HC – RPO zoning. Condition No. 1 of this rezone was that the Property had to be developed according to the approved Site Plan for the Property, which included approximately 20,700 square feet of commercial space and 348 dwelling units (the "Approved Plan"). On Lot 1, the Approved Plan grants Vintage the right to construct three commercial pads (including drive-through retail/restaurant use) along Milton Road, and a five-story multifamily residential building with approximately 1,221 beds near Beulah and University Drive. Pursuant to Condition No. 1 of the 2018 rezone, any non-minor modification to the Approved Plan would require a Direct-to-Ordinance Zoning Map Amendment request.

The City Council also authorized the Milltown Development Agreement, which set out the roles and responsibilities of the parties to the P3. Vintage has successfully fulfilled many of its obligations under this agreement by relocating ADOT and Harkins, participating in the Beulah/University Realignment Project, and supporting the City with improvements along Milton Road—including a pedestrian underpass under Milton at the University Drive intersection. In short, Vintage has delivered on its part of the bargain.

Because the Milltown Development Agreement was set to expire, City Council voted to extend and amend it on March 4, 2025. The amendments clarified that any non-minor modifications to the Approved Plan would be reviewed under the version of the Flagstaff Zoning Code in place when the Development Agreement was drafted (the version in effect on May 5, 2017).

Current Proposal

The Approved Plan is large and dense. Applicants are proposing to develop the Property with a more appropriately sized and sustainable development. This proposed development includes reduced density and height compared to the Approved Plan, while still delivering a mixed-use development as envisioned by the City's 2018 approvals. This Project includes:

- Three retail shops/restaurants (±2,000 to 4,200 square feet each) with enhanced architectural features and extended rooflines;
- One specialty supermarket (±13,300 square feet) at the corner of University and Milton;
- 265 apartment units provided in a mix of one-, two-, four-, and five-bedroom units (669 beds) with a density of 21.6 du/ac;
    - Sixty-five (65) one-bedroom units;
    - One-hundred-five (105) two-bedroom units;
    - Eighty-one (81) four-bedroom units;
    - Fourteen (14) five-bedroom units;
- Indoor and outdoor amenities (clubhouse, fitness center, outdoor pool, outdoor dining/seating areas, public civic space, multi-use path); and
- Enhanced multimodal circulation routes (both hard- and soft-surface) throughout the Property, connecting the Project's components with each other and the City's FUTS Trail System.

This new unit mix demonstrates Applicants' commitment to providing well-rounded and diversified housing. The one- and two- bedroom units, which make up roughly two-thirds of the Project's total units, are ideal for both individuals and small families. And the four- and five- bedroom units are well suited for young professionals and students—which will help relieve market pressure on other facets of the City's housing stock.

Primary vehicular access to the commercial component on Lot 1 is planned via a right- and left-in/right-out access point along Milton Road. And primary access to the multifamily residential component is planned along Beulah Boulevard. As a mixed-use development, however, parking for the different components can be accessed from either primary entrance.

Parking for the Project consists of 514 total parking spaces, of which 502 are located on Lot 1, and 12 are located on Lot 2. All 12 parking spaces on Lot 2 are expected to be used primarily for the small retail component of the Project located on the same lot. As described in greater detail in the Project's Parking Demand Study ("PDS") and as shown on this submittal's Site Plan Sheets, of the 502 parking spaces located on Lot 1, there are: (1) 334 residential spaces, and (2) 168 commercial/visitor spaces. The residential spaces will be allocated to residents using a fee model to track and control usage, and to ensure that supply conforms with demand. Any unauthorized vehicles in the resident parking area will be identified and removed by on-site staff. And the shared commercial/visitor parking described in the PDS leverages internal capture and disparate peak demand to minimize the inefficiencies of surface parking sprawl. In addition to this vehicle parking, 136 bike stalls are located on Lot 1, and an added 4 stalls are planned for Lot 2. Toll also intends to provide bike hooks within each dwelling unit to further encourage multimodal transportation.

In sum, the Project will be a cohesive, horizontal mixed-use development that embodies the spirit of urban mountain living. It will help the City achieve its housing goals, while simultaneously

fostering a sense of community by providing public civic space, a mix of uses, and multimodal connectivity.

IV. Request and Required Findings

Applicants request to modify the Approved Plan to allow for the Project's development. And, per Condition No. 1 to the 2018 rezone, this request must satisfy the requirements of a zoning map amendment.

Direct-to-Ordinance Zoning Map Amendments are evaluated based on three findings, enumerated in Flagstaff Zoning Code Section 10-20.50.040.F.1.a. These three findings are listed below, along with a discussion of how the Project satisfies all three.

(1) The proposed amendment is consistent with and conforms to the goals of the General Plan and any applicable specific plans.

Regional Plan Analysis

The Regional Plan designates the Property for large, mixed-use centers with a residential density greater than fourteen dwelling units per acre. The mix of uses should include services, offices, retail, restaurant, residential mixed-use, and public spaces. Except for office space, the Project provides each of these uses, at a density that conforms with the designation of the Regional Plan.

Furthermore, as explained by City Staff in the 2018 Staff Report for PZ-16-00239-02 (zoning the Property HC – RPO), placement of a mixed-use development on the Property furthers many of the Regional Plan's goals. Because the proposed Project is a mixed-use development with many of the same features and amenities as the Approved Plan, it will also further these goals. Some of the most relevant of these goals and policies are discussed below.

Regional Plan Goals and Policies

Goals are organized by Regional Plan 2030's relevant chapters. Language quoted from the 2018 Staff Report is in blue.

Environmental Planning and Conservation & Energy

The Project's focus on multimodal transportation will reduce vehicle miles traveled, and help Flagstaff achieve carbon neutrality, as called for in the Regional Plan. Substantial public bike parking will be available, and the Project's residential component will provide bike hooks in every bedroom. Every resident will also be given an ecoPASS that can be used on Flagstaff's Mountain Line. In conjunction with its proximity to shopping, dining, and educational uses, the Project's focus on multimodal transportation will strongly encourage residents and visitors to harness alternative modes of transportation and reduce greenhouse gas emissions. And Milltown residents with electric vehicles will be encouraged to take advantage of the six dual-port chargers (serving twelve spaces) located strategically throughout the Project.

Furthermore, the Project's buildings—especially the residential component—are designed with efficiency in mind. The residential walls will be well-insulated with a minimum of an R-21 thermal resistance value—well above the minimum for most walls in the City. This will

minimize heat transfer in both cold and hot weather conditions. Cooling (SEER2 minimum) and heating equipment (including Ecobee thermostats with Eco+ capability) will be modern and efficient, and the residential building will meet or exceed bronze-level National Green Building certification standards. Natural gas plumbing will only be for shared outdoor grills, fireplaces, and the community pool as the building is intended to be an "All-Electric, Energy-Efficient Building" within the meaning of Flagstaff Code 10-30.70. Light bulbs will be LED, and provided appliances will be Energy Star (or the reasonable equivalent). Additionally, low-flow faucets (maximum 1.5 gallons per minute) and shower heads (maximum 2 gallons per minute) will be installed in each bathroom along with toilets requiring 1.28 gallons or less per flush.

The Project's parking provisions are also much more environmentally friendly than those previously approved. In comparison to the Approved Plan—which authorizes a massive parking structure—the Project provides adequate parking without requiring such carbon-intensive construction. This will *dramatically* reduce embodied carbon in the Project.

In short, Milltown will be sustainable in both its construction and operation. It will also promote sustainability along the Milton Corridor more broadly. This is because Milltown prioritizes interconnectivity and access to transit by providing abundant bicycle parking, welcoming pedestrian infrastructure, and a complimentary ecoPASS to each resident—and because the Milton Road pedestrian underpass developed as part of the Milltown P3 and the Project's proximity to NAU encourage energy-efficient modes of transportation. Because of this, Milltown's second-order energy savings will extend far beyond the boundaries of the Property.

In addition to energy savings, the Project also preserves other natural resources. Although [t]here were no significant natural resources from the Regional Plan Map 7 identified on this site, the Project was nevertheless designed with water and dark-sky conservation in mind.[1] Low flow faucets will be installed in all units and the Project's landscaping will also use native, drought-tolerant, and regionally appropriate landscape materials. Outdoor lighting will also be appropriately designed and shielded to preserve the City's dark skies.

Relevant Environmental Planning and Conservation Goals and Policies

- **Goal E&C.2.** Achieve carbon neutrality for the Flagstaff community by 2030.
- **Goal E&C.5.** Preserve dark skies as an unspoiled natural resource, basis for an important economic sector, and core element of community character.
- **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.

Relevant Energy Goals and Policies

- **Policy E.1.5.** Promote and encourage the expansion and use of energy-efficient modes of transportation:
  (1) Public transportation
  (2) Bicycles
  (3) Pedestrians
- **Policy E.1.13.** Promote and encourage the use of fuel-efficient vehicles that use renewable fuels.

[1] February 5, 2018 Staff Report for Public Hearing PZ-16-00239-02 [hereinafter "Staff Report"] at 5.

Open Space

This application includes a 1.80 acre tract [Tract A] set aside as open space to provide a buffer between adjacent residential projects and the proposed [primary] building. This open space preserves forest and slope resources for the project and will be open for use by the general public.[2]

Relevant Open Space Goals and Policies

- **Policy OS.1.3.** Use open spaces as natural environment buffer zones to protect scenic views and cultural resources, separate disparate uses, and separate private development from public lands, scenic byways, and wildlife habitats.
- **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.

Water Resources

The Project respects the City's healthy watershed by implementing low-impact design strategies, including engineered treatment structures prior to discharging to public waterways. Beulah and University roadway runoff is intercepted by storm drain inlets along their respective alignments. The roadway runoff will maintain their existing conditions throughout this Project. The Project onsite runoff will be collected, stored in an underground storage system and discharged at a regulated outfall flow to match existing conditions. Where appropriate, additional low-impact development practices will be used to offset any increase in runoff due to the impervious improvements.

Relevant Open Space Goals and Policies

- **Policy WR.5.7.** Support healthy watershed characteristics through implementation of practices, consistent with the City of Flagstaff Low Impact Design Manual, that improve flood control and flood attenuation, stormwater quality, and water sustainability; increase groundwater recharge; enhance open space quality; increase biodiversity; and reduce land disturbance and soil compaction.
- **Policy WR.6.4.** Encourage low-impact development strategies.

Community Character

The Project will positively contribute to the community character by incorporating Flagstaff's natural beauty into the built environment. And the redevelopment of this vacant site will positively contribute to the community's image. The Project also incorporates the City's design heritage in several ways, including its architectural design and materials palette—which is reminiscent of a rustic alpine village. For example, the Project's main building features a gabled roof form, which accents a largely simple geometry clad in wood siding, stone veneer, and stucco. Heavier materials (i.e., stone veneer) are placed towards the bottom of the main building's façade, whereas lighter materials with smaller textures (i.e., wood siding) are placed towards the top. This evokes some of the historical design traditions of the City. This use of wood and timber-inspired materials, in conjunction with the gabled roofs that echo traditional mill buildings, recognizes and honors Flagstaff's sawmill heritage.

[2] *Id.*

Milltown's regionally appropriate landscaping and parking design will also positively contribute to the area's community character. Parking is distributed throughout lot one and is largely wrapped with active uses and structures. This creates a defined street edge and masks cars from most primary views. Clear, well-defined pedestrian routes serve as connective tissue throughout the Property. In conjunction with human-scale lighting, these routes recognize pedestrian needs and make Milltown feel welcoming and safe. The preserved forest and slope resources on Tract A also contribute to this welcoming feeling—as well as tie the development to its surroundings using low-impact development principles and by maintaining native vegetation.

Milton Road is classified as a Great Street as well as a Gateway Corridor and is the main entrance to Flagstaff from the south. As stated by the Regional Plan "[d]riving on Milton Road from I-17 sends drivers towards a masterpiece of environmental beauty framed by hodgepodge development and a very busy arterial street."[3] The Site Plan shows how the Project's largest building is set back from Milton in order to preserve sightlines to the "masterpiece of environmental beauty" that is the San Franciso Mountains. There are no historic neighborhoods, existing single-family residential neighborhoods, or cultural resources deemed significant within the vicinity of this project.[4] In short, Milltown will enhance a major Gateway Corridor with a Flagstaff-centered design that highlights the City's natural beauty.

Relevant Community Character Goals and Policies

- **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.
- **Policy CC.1.4.** Identify, protect, and enhance gateways, gateway corridors, and gateway communities.
- **Goal CC.3.** Preserve, restore, enhance, and reflect the design traditions of Flagstaff in all public and private development efforts.
- **Policy CC.4.4.** Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.
- **Policy CC.4.5.** Encourage local landscaping using Xeriscape, low-impact principles, and native vegetation wherever possible.
- **Policy CC.4.6.** Use landscaping to benefit the environment and improve aesthetics, in order to maximize the economic benefit that a well landscaped community provides.

Growth Areas and Land Use

The preferred land use scenario used for the Regional Plan includes less single-family development and more mixed-use development in the name of sustainability. "Suburban development means more vehicle miles traveled, greater emissions, and greater water demand. More urban-type development results in fewer vehicle miles traveled, fewer emissions, and less water demand." The Plan promotes concentrated development in or near the city core and in Activity Centers.[5] The Property is located within overlapping Regional Suburban Activity Centers. The Project, like the Approved Plan, includes public spaces, parks, and plazas, with a mixture of residential and commercial uses, and is designed to incorporate

[3] Staff Report at 6.
[4] *Id.*
[5] *Id.*

alternative modes of transportation. The Mill[t]own project is considered an infill, redevelopment site. The project provides ample amenities for the public and the residents of the site.[6] These amenities include a soft-surface trail in the western portion of Milltown, strategically placed seating nodes, and park-like civic space, as well as a pool, sky lounge, and numerous areas to encourage congregation and interaction.

As was the case in 2018, this Activity Center is underutilized. Although the Project (like the Approved Plan) does not include substantial employment opportunities as preferred within an Activity Center, [it] adds the density, intensity, and mix of uses necessary to activate civic spaces and pedestrian environment.[7]

Because Milltown is situated in a Regional Suburban Activity Center, the Regional Plan contemplates relatively intensive "horizontal mixed-use . . . serving the surrounding neighborhoods." Although it contemplates uses that "typically tend to be auto-oriented," the Regional Plan also emphasizes the desirability of shared parking lots and "pedestrian paths through and around parking areas." As shown on the Site Plan submitted with this Application, Milltown is a horizontal mixed-use development that includes regional-scale commercial uses and mid-block connectivity through and around parking areas. Internally, this connectivity includes circulation between Milltown's disparate components, as well as a southern pedestrian connection originating at the signalized crosswalk on Beulah and leads to the Project's primary entrance along Milton. Externally, Lot 1 is bounded by FUTS trails to the west and north, and enhanced walkways to the north and east. And as thoroughly explained in the Milltown PDS, the Project will leverage a shared parking model to reduce car-dependency and, by extension, carbon emissions.

The Project's Site Plan also shows that Milltown's residential building is located behind the commercial uses along the Milton frontage. In combination with the provided amenities and nearly two acres of preserved open space, this creates a strong sense of place by layering activity, comfort, and discovery throughout the development site. The soft-surface trail, nearby underpass, and internal connectivity encourage multimodal access to and within Milltown. At the same time, the Project's seating nodes and generous civic spaces provide inviting points for friends to meet or passers-by to pause and soak in their surroundings. Together, these elements serve to transform what might otherwise be a transactional zone into a destination with a distinctive identity.

As shown on the Project's commercial elevations, the Milltown identity anchored by the Project's residential component is echoed by the commercial buildings along the Milton Road frontage. These buildings will complement the sawmill-inspired architecture of the residential component and use materials reminiscent of rustic-industrial alpine towns. The enhanced plantings of native and regionally suited plant material along the Milton Road frontage will further contribute to Milton's appearance as a "Great Street."

In short, Milltown will create a strong sense of place—exactly as envisioned by the Regional Plan policies specific to Activity Centers. Furthermore, as an infill redevelopment project that

[6] *Id.*
[7] *Id.*

facilitates added connectivity throughout the City, Milltown will energize this Activity Center and spur economic investment in the surrounding area.

Relevant Growth Areas and Land Use Goals and Policies

- **Policy LU.5.2.** Promote infill development over peripheral expansion to conserve environmental resources, spur economic investments, and reduce the cost of providing infrastructure and services.
- **Policy LU.5.3.** Promote compact development appropriate to and within the context of each area type: urban, suburban, and rural.
- **Policy LU.6.1.** Consider a variety of housing types and employment options when planning new development and redevelopment projects.
- **Policy LU.6.3.** Encourage new mixed-use neighborhoods in appropriate locations within the growth boundary.
- **Policy LU.13.4.** Plan suburban development to include a variety of housing options.
- **Policy LU.13.6.** Include a mix of uses and access to surrounding neighborhoods in new suburban commercial development.
- **Policy LU.18.2**. Strive for activity centers and corridors that are characterized by contextual and distinctive identities, derived from history, environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high-quality design.
- **Policy 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.18.10**. Corridors should increase their variety and intensity of uses as they approach activity centers.
- **Policy LU.18.12.** Corridors should focus commercial development to the corridor frontage and residential to the back.

Transportation

Mill[t]own, as part of the P3 Project, is designed to incorporate citywide transportation improvements for vehicles, pedestrians, bicycles, and transit that increase network connectivity for all modes. This project will result in an alternative north/south connection [Beulah] other than Milton Road, which is a heavily congested corridor. The realignment of University Avenue will increase safety for vehicles and alternative modes of transportation by eliminating a disjointed intersection. The developer's addition of a pedestrian underpass across Milton Road will enhance pedestrian and bicycle safety at an already heavily used intersection. The Project can be efficiently served by local transit with the hope that higher level transit improvements can be added to the transportation improvements. All of these features work in concert to provide new "complete streets" within the City of Flagstaff transportation network. Activity Centers are meant to be pedestrian and transit oriented and this project meets both of those criteria in terms of design and the associated improvements.[8]

Furthermore, Milltown is conceptualized as a transit-oriented development that applies "complete street" guidelines to accommodate all modes of travel. As shown on the Project's Circulation Plan, Milltown provides multimodal connectivity with walking and biking infrastructure along Milton Road, University Avenue, Beulah Boulevard, and throughout the site. This infrastructure is fully integrated into the existing and planned FUTS system, and—critically—connects with the Milton Road underpass provided by Applicants as part of the

[8] *Id.*

Milltown P3. Its connectivity is enhanced by the Project's proximity to transit (and complimentary EcoPass for residents), which will increase usage and decrease congestion, fuel consumption, and carbon emissions.

Critically, Milltown supports Flagstaff's goal of managing parking supply. As discussed, the P3 project increased transportation connectivity for all modes of transport—resulting in a reduction in parking needs. Additionally, Milltown leverages internal capture and disparate peak demand to minimize the inefficiencies of surface parking sprawl via a shared parking model.

Relevant Transportation Goals and Policies

- **Policy T.3.4.** Actively manage parking, including cost and supply, to support land use, transportation, and economic development goals.
- **Policy T.3.8.** Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design.
- **Policy T.4.2.** Design all gateway corridors, streets, roads, and highways to safely and attractively accommodate all transportation users with contextual landscaping and appropriate architectural features.
- **Policy T.5.1.** Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.
- **Policy T.6.2.** Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.
- **Policy T.6.4.** Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.

Neighborhoods, Housing, and Urban Conservation

NAU students make up approximately 25% of the City's population. The student population's increasing demand for housing impacts the cost and availability of housing in the region, which results in a higher demand for multi-family housing.[9] The Project provides 669 beds within walking distance of NAU, which will naturally attract student tenants—decreasing their demand for multifamily housing located farther away from campus and increasing housing in other parts of the City for other community members. Additionally (and unlike the Approved Plan) the Project provides a balanced mix of multifamily housing types and helps fill the need for workforce housing. More specifically, almost 65% of the Project's dwelling units are one- or two-bedroom units, with sixty-five (65) one-bedroom apartments and one-hundred-five (105) two-bedroom apartments. As an infill development, the Project also make[s] use of an existing underutilized site as encouraged by the Regional Plan.[10]

Importantly, the residents of Milltown will live within one half mile of grocery stores, big-box retailers, restaurants, a post office, a place of worship, and medical services (dentist, urgent care). This ease of access meets the needs of Flagstaff residents from a financial and lifestyle perspective—and promotes sustainability in day-to-day life.

Relevant Neighborhoods, Housing, and Urban Conservation Goals and Policies

[9] Staff Report at 7.
[10] *Id.*

- **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.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.

Economic Development

The Mill[t]own development is a prime example of redevelopment of an underutilized property [located in the City's southern gateway on the Milton corridor] designed to accomplish regional transportation improvements within a designated Activity Center.[11]

Relevant Economic Development Goals and Policies

- **Policy ED.7.4.** Invest in attractive community gateways, main corridors, and public spaces to draw the business and workforce the region desires.
- **Goal ED.9.** Promote redevelopment and infill as a well-established means to accomplish a variety of community economic, planning, and environmental goals.

Recreation

Development projects are encouraged to integrate active and passive recreation sites into their design. The Mill[t]own project provides several locations for both types of recreation. Private and public open spaces have been incorporated into the project boundaries. Ample civic space is provided to enhance the public and commercial component of this mix-use development.[12]

Relevant Recreation Goals and Policies

- **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.
- **Policy Rec.1.2.** Promote public and private partnerships to offer parks, recreation facilities, and resources.

Policy Assessment

In addition to discussing the goals of the Regional Plan, the City also requests an assessment of some of the policies supported—and not supported—by approval of this Application. Applicants strive to meet the goals and policies of the Regional Plan, and the Project recognizes the importance of cooperation between public interest and private development. Though the Project meet most of the Regional Plan's goals and Policies, parts of the Regional Plan simply do not apply to the project—or the overall intent of the goal is met, but certain policy details cannot practicably be met. The following list provides a sample of some of the supported and unsupported policies (in addition to those listed above). Language quoted from the 2018 Staff Report is in blue.

Supported Policies

[11] *Id.*
[12] *Id.*

- The property is considered redevelopment, is within the Urban Growth Boundary, and can be efficiently and effectively provided with facilities and services by the City.
- The project will provide open space amenities and extensions of the FUTS in addition to a pedestrian underpass across Milton Road.
- Adding high density residential to an Activity Center where the character is currently commercial.[13]
- The project provides a balanced mix of multifamily housing.

Unsupported Policies

- The project does not include residential or office uses over the commercial buildings fronting the Milton Road corridor.
- The project does not include employment type uses within this Activity Center.[14]

Specific Plan Analysis

No specific plans apply to the Property because it does not fall within the geographic boundaries of any area plans. And the Project falls outside the scope of Flagstaff's only city-wide specific plan, the High Occupancy Housing ("HOH") Specific Plan because it only has ±21.3 du/ac and ±54.4 beds/ac—and the HOH Specific Plan defines HOH projects as having more than 30 du/ac or more than 75 beds/ac.

Even so, just like 2018, staff worked with the applicant[s] to integrate as many of the strategies as possible into the proposed development.[15] Like the Approved Plans, the current proposal also integrates recycling into the development for better waste management, and the site remains a preferred location for high occupancy housing projects.[16]

(2) 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.

The Project directly advances the City's long-range vision by concentrating housing and service in an already urbanized corridor. This adds to the public good by reducing sprawl, improving multimodal connectivity, and leveraging the infrastructure improvements provided by the Milltown P3.

Further, the Project's density and unit mix bolster Flagstaff's housing stock and provide a variety of multifamily housing options, while simultaneously respecting the Milton Gateway Corridor community. This promotes housing attainability. The Project's pedestrian-oriented streetscape also supports transit and active transportation. This reduces vehicle miles traveled and supports the City's climate action objectives, both of which directly benefit public health and welfare.

Additionally, the proposed version of Milltown improves upon the Approved Plan in several ways. The residential component now has 63% fewer three-or-more-bedroom units than the

[13] *Id.*
[14] *Id.*
[15] *Id.*
[16] *Id.*

Approved Plan and has approximately 24% fewer units overall. And the current proposal's maximum height is less than sixty feet, as opposed to the nearly one-hundred feet originally proposed. These difference make the Project more contextual with the surrounding neighborhood than the previously Approved Plan.

Finally, the Project is consistent and compatible with the surrounding zoning districts (HC and HR) and uses. More precisely, the Project integrates into the area's fabric by providing a mixed-use transition between the HC districts to the north, south, and east, and the HR district to the west. In short, not only will the Project *not* be detrimental, but it will also actively support the public interest, health, safety, convenience, and welfare of the City and its residents.

(3) 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 Property's characteristics are perfectly suited for the Project, and the Project will experience no issues with public service or utility access. This is because the Project is *less dense* and *less intensive* than the Approved Plans—and the City previously found that the Approved Plans were appropriate for the Property.

Specifically, the City determined that: (1) nearby intersections would either continue operating "at acceptable service levels with the development in place," or that the "proposed development will have little impact;" (2) "the proposed development . . . has the ability to be served by City water and sewer, utilities;" and (3) that "the Mill[t]own site will meet the mitigation and water quality requirements." At bottom, because the Project is simply a right-sized version of the Approved Plans, it is necessarily suitable for the Property.

V. Conclusion

Applicants are committed to delivering a transformative project that meets Flagstaff's growing need for quality housing and vibrant commercial space. As described in greater detail in Applicants' Development Agreement Amendment Application, Applicants are also committed to delivering off-site affordable housing as part of this Project. The Project's focus on multimodal transportation will result in fewer cars on the road, and its provision of desirable retailers will benefit area residents. Furthermore, the Project offers a greater diversity of housing types in a less intense footprint than the Approved Plans. Toll and Vintage are confident that this Project will become a valuable asset to the Flagstaff community and respectfully request the City's favorable review and approval of this Application.



Mill Town
SWC of Milton and University

Direct to Zoning Ordinance Map Amendment

PZ-24-00162-03

Record of Proceedings

Submitted: September 18, 2025

1. INTRODUCTION

In accordance with Section 10-20.30.060.F of the Zoning Code, Toll Bros and Vintage Partners (collectively "Applicants") are submitting this Record of Proceedings related to the proposed development of the approximate 12.29 acres of property assigned Coconino County Assessor's APNs 103-21-024, -025, -026, and -027 (collectively, the "Property")

2. NEIGHBORHOOD MEETING

In accordance with Section 10-20.30.060.A the Applicant held one (1) neighborhood meeting on 8/19/2025 at 5:30 p.m.

Neighborhood Meeting Notification. On August 4, 2025 a notice of the neighborhood meeting was mailed by first class to properties within 900-feet. See **Tab A.**

Site Posting Notification. On August 4, 2025 the site was posted with a sign containing all information required by Flagstaff City Code. See **Tab B.**

First Neighborhood Meeting Summary The first neighborhood meeting was held 8/19/2025 at 5:30 p.m. The meeting was held via the Zoom virtual meeting platform. The meeting consisted of an overview of the meeting procedures and instructions for asking questions, a formal presentation, and concluded with questions & answers and comments. The Development Team provided a formal presentation, which included presentation of an aerial map, site plan, perspective renderings, building elevations, landscaping, and public civic space area, an overview of the applications and requests, conformance with the Regional Plan, as well as discussion regarding the project's response to the City's Climate Action & Adaptation Plan and the City's Housing Crisis.

1 member of the public registered for the meeting and 1member of the public attended the meeting. Two comments were received outside of the meeting. Both were responded to. See **Tab C** — First Virtual Neighborhood Meeting Attendee List.

TAB A

First Neighborhood Meeting Notification Letter
Mailing List
Neighborhood Meeting Certification

GAMMAGE & BURNHAM, PLC
ATTORNEYS AT LAW
40 NORTH CENTRAL AVENUE
20TH FLOOR
PHOENIX, ARIZONA 85004

TELEPHONE (602) 256-0566
FACSIMILE (602) 256-4475

LINDSAY C. SCHUBE
lschube@gblaw.com

WRITER'S DIRECT LINE
(602) 256-256-4471

August 4, 2025

Notice of Neighborhood Meeting

Dear Property Owner or Interested Party:

We represent Toll Bros and Vintage Partners (collectively "Applicants") regarding the approximate 13 acres located at the southwest corner of Milton Road and University Avenue ("Property"). The Property is zoned Highway Commercial—Resource Protection Overlay Zone (HR—RPO), which allows by-right residential and commercial uses. The City Council previously approved the Property for a mixed-use development comprised of residential and neighborhood serving commercial, restaurant, and/or personal services, which we are not changing. We are simply proposing an amendment to the stipulated Site Plan (application no. PZ-24-00162003). This application does not change the zoning, permitted uses, or development standards (e.g., building height, density, setbacks, etc.).

You are receiving this letter because Coconino County Assessor records show that you own property within 900 feet of the Property or are listed as a potentially interested party by the City of Flagstaff ("City"). The purpose of this letter is to inform you that we are holding a neighborhood meeting, as follows:

Date/Time: **August 19, 2025, at 5:30pm**

Location: **Online at the following address/QR Code:**

https://gblaw.zoom.us/webinar/register/9417539056985/WN_HtxTPla0SEmRkRIib4eKjQ

The City Planner assigned to this case is Mr. Wesley Welch—he can be reached at (928) 213-2608 or wesley.welch@flagstaffaz.gov. You may also contact the me at **(602) 246-4471** or **lschube@gblaw.com** with any questions about the neighborhood meeting or the Application. Thank you.

Sincerely,

GAMMAGE & BURNHAM

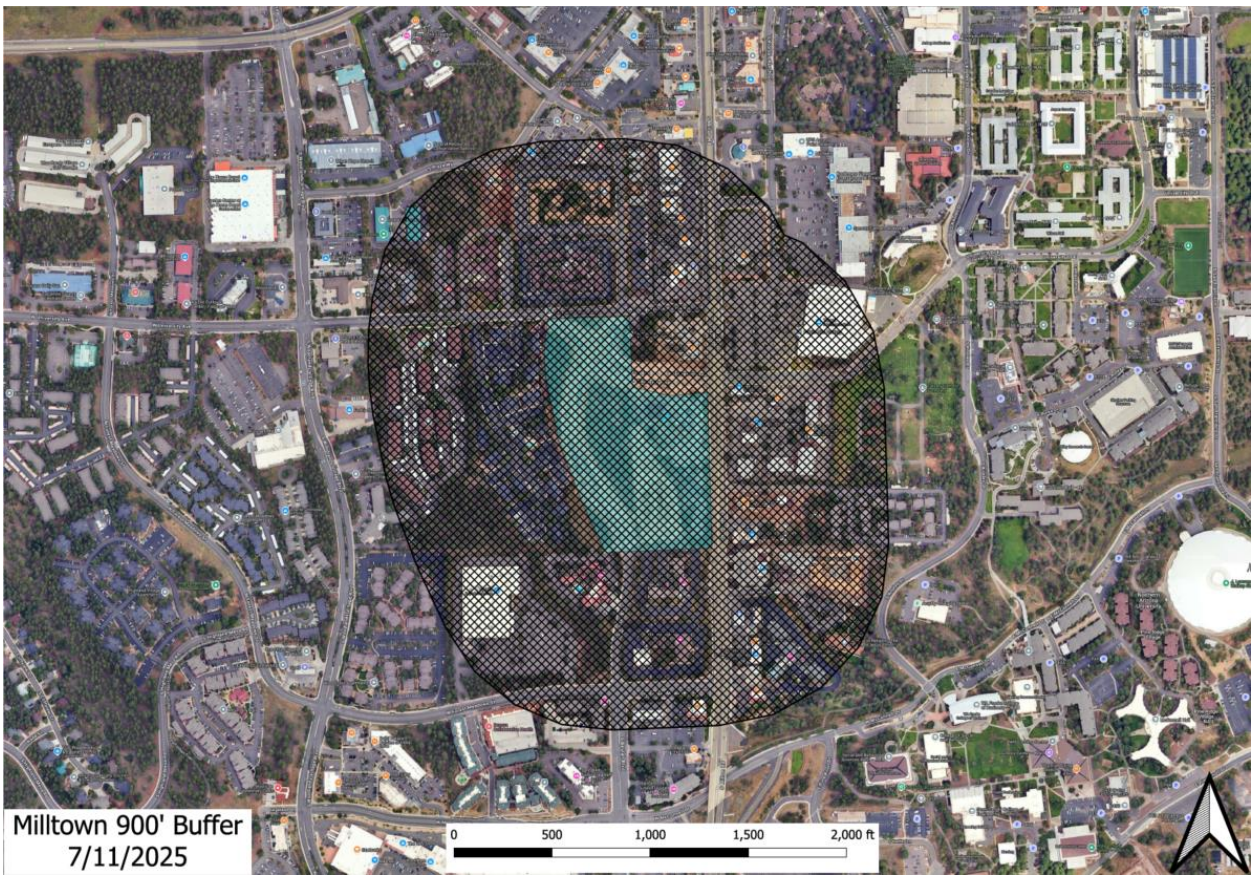
By

Lindsay C. Schube

LCS/SFK/nas

Mill Town

900 ft. Buffer Map



APN	Name	Street Address	City	State	Zip
10320069B	1503 YALE LLC	1503 S YALE ST NO 200	FLAGSTAFF	AZ	86001
10320058C	15222 KIERLAND LLC	4212 CRESTA AVE	SANTA BARBARA	CA	93110
10324009	2120 CAMELBACK LLC	2201 E SAN JUAN AVE	PHOENIX	AZ	85016
10332002B	360 FOREST MEADOWS LLC	4455 E CAMELBACK RD NO A-242	PHOENIX	AZ	85018
10320070	AEC PROPERTIES INC	4950 N WILDROSE TRL	FLAGSTAFF	AZ	86001
10325001D	ARIZONA BOARD OF REGENTS FOR NORTHERN ARIZONA UNIVERSI1	PO BOX 4092	FLAGSTAFF	AZ	86011
10324005R	ARIZONA BOARD OF REGENTS FOR NORTHERN ARIZONA UNIVERSI1	PO BOX 4092	FLAGSTAFF	AZ	86011
11224013A	ARIZONA CENTRAL CREDIT UNION 28007	2020 N CENTRAL AVE NO 200	PHOENIX	AZ	85004
10322007A	ARIZONA DEPARTMENT OF TRANSPORTATION	205 S 17TH AVE NO 612E	PHOENIX	AZ	85007
10320008	BLEEKERS INVESTMENTS LLC	5400 E EMPIRE AVE	FLAGSTAFF	AZ	86004
10321005	BORDEN DANIEL & DIANE	8767 SUNSHINE AVE	FLAGSTAFF	AZ	86004
10320059C	BROOKSIDE LLC	10632 N SCOTTSDALE RD NO B466	SCOTTSDALE	AZ	85254
10324002G	BROWN CHERYL BENEFICIARY TRUST	PO BOX 14134	SCOTTSDALE	AZ	85267
10324005B	BROWN CHERYL BENEFICIARY TRUST	PO BOX 14134	SCOTTSDALE	AZ	85267
10321021B	BURGER KING CO LLC	PO BOX 460189	HOUSTON	TX	77056
10332007	CDC FLAGSTAFF LLC	N56W17000 RIDGEWOOD DR	MENOMONEE FALLS	WI	53051
11224011A	CHABAD OF FLAGSTAFF INC	2098 W TOBOGGAN CT	FLAGSTAFF	AZ	86001
10324005N	CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS CORPORATION	50 E NORTH TEMPLE ST 22ND FLOOR	SALT LAKE CITY	UT	84150
10320058D	COLE FAMILY PARTNERS LP	417 N WC RILES ST NO 2D	FLAGSTAFF	AZ	86001
10322005A	CONSOLIDATED INVESTMENT CO INC	PO BOX 9456	MINNEAPOLIS	MN	55440
10322002A	DIOCESE OF PHOENIX CATHOLIC CEMETERIES & MORTUARIES	2033 N 48TH ST	PHOENIX	AZ	85008
11224020	DOWELL THERESA & ALAN FAMILY TRUST DTD 02-11-05	906 W UNIVERSITY AVE NO B	FLAGSTAFF	AZ	86001
11224021	DOWELL THERESA & ALAN FAMILY TRUST DTD 02-11-05	906 W UNIVERSITY AVE NO B	FLAGSTAFF	AZ	86001
10321004	ELDEN PROPERTIES LLC	PO BOX 3374	FLAGSTAFF	AZ	86003
10321006	ELDEN PROPERTIES LLC	PO BOX 3374	FLAGSTAFF	AZ	86003
10320005	ELDEN PROPERTIES LLC	PO BOX 3374	FLAGSTAFF	AZ	86003
10320006	ELDEN PROPERTIES LLC	PO BOX 3374	FLAGSTAFF	AZ	86003
10320007	ELDEN PROPERTIES LLC	PO BOX 3374	FLAGSTAFF	AZ	86003
11228007	EMERITOL LO FLAGSTAFF LLC	6737 W WAHINGTON AVE NO 1310	MILWAUKEE	WI	53214
10319007A	ERNST TRUST ARIZONA LLC	PO BOX 802206	DALLAS	TX	75380
10322003C	FLAGSTAFF CITY OF	211 W ASPEN AVE	FLAGSTAFF	AZ	86001
11228009A	FLAGSTAFF GROUP LLC	52 HANSENS RD	JELM	WY	82063
10320064B	FLAGSTAFF MEDICAL CENTER INC	PO BOX 1268	FLAGSTAFF	AZ	86002
10322007B	GILES FAMILY LLC				
10322004D	GREENTREE ASSOCIATES LTD	6266 LA SALLE AVE	OAKLAND	CA	94611
10332002A	HAN CORPORATION	350 W FOREST MEADOWS ST	FLAGSTAFF	AZ	86001

11224019	HAVEN FLAGSTAFF REAL ESTATE LLC	3 BAY DR	LAGUNA BEACH	CA	92651
10322004N	HERZBERG BARBARA BLOOME LIVING TRUST DTD 06-17-80	713 N PALM DR	BEVERLY HILLS	CA	90210
10324005M	ITTOIV LLLP	PO BOX 1701	COTTONWOOD	AZ	86326
10324005G	ITTOIV LLLP	PO BOX 1701	COTTONWOOD	AZ	86326
10324003	JACKSONS FOOD STORES INC	3450 E COMMERCIAL CT	MERIDIAN	ID	83642
10324004	JACKSONS FOOD STORES INC	3450 E COMMERCIAL CT	MERIDIAN	ID	83642
10320010	JAMB PROPERTIES OF NORTHERN ARIZONA LLC	3191 E COLD SPRINGS TRL	FLAGSTAFF	AZ	86004
10319001W	LNN ENTERPRISES INC	9 W CHERRY AVE NO A	FLAGSTAFF	AZ	86001
10321022C	LNN ENTERPRISES INC	9 W CHERRY AVE NO A	FLAGSTAFF	AZ	86001
10332005	LODGING DAKOTA B	222 S CORTEZ ST	PRESCOTT	AZ	86303
10320014B	MCDONALDS CORPORATION	3111 N CADEN CT NO 170	FLAGSTAFF	AZ	86004
10320014D	MCDONALDS CORPORATION	3111 N CADEN CT NO 170	FLAGSTAFF	AZ	86004
10324005P	MDL FLAGSTAFF OWNER LLC	461 PARK AVE S FLOOR 4	NEW YORK	NY	10016
10324002N	MDL FLAGSTAFF OWNER LLC	461 PARK AVE S FLOOR 4	NEW YORK	NY	10016
10321003	MGS UNIVERSITY LLC	7117 E RANCHO VISTA DR NO 6003	SCOTTSDALE	AZ	85251
11224010B	MICM PLAZA WAY APARTMENTS PROJECT LP	6400 EL DORADO CIR NO 300C	TUCSON	AZ	85715
11228008B	MOUNTAIN COUNTRY INVESTMENTS LLC	2076 S WOODLANDS VILLAGE BLVD NC	FLAGSTAFF	AZ	86001
11224015	MREG FLAGSTAFF LLC	60 COLUMBUS CIR 20TH FLOOR	NEW YORK	NY	10023
10320068A	PADRNOS FAMILY TRUST DTD 05-04-22	4140 N ZERMATT WAY	FLAGSTAFF	AZ	86004
10320009	PARRA-ATAYDE ADRIAN & LAURA	1845 W SHELLIE DR	FLAGSTAFF	AZ	86001
10320011	PARRA-ATAYDE ADRIAN & LAURA	1845 W SHELLIE DR	FLAGSTAFF	AZ	86001
10320013	PORTER MICHAEL	1776 N SCOTTSDALE RD NO 1931	SCOTTSDALE	AZ	85257
10332008A	SHIVAM FLAGSTAFF LLC	2350 E LUCKY LN	FLAGSTAFF	AZ	86004
10332001	SHREEJI FLAGSTAFF LLC	2005 S MILTON RD	FLAGSTAFF	AZ	86001
11224009	SIDLINGER BRUCE D	1650 S PLAZA WAY	FLAGSTAFF	AZ	86001
11224010A	SIDLINGER BRUCE D	1650 S PLAZA WAY	FLAGSTAFF	AZ	86001
10332006A	SO FREMONT STATION OWNER LLC	PO BOX 11277	CHICAGO	IL	60611
11224022	STARK REAL ESTATE HOLDINGS LLC	906 W UNIVERSITY AVE STE 100	FLAGSTAFF	AZ	86001
10320012	STUMP RONALD E & CHRISTAL A	7609 WHITEWOOD WAY	FLAGSTAFF	AZ	86004
10332003M	SWITZER RIDGE LLC	1024 N SAN FRANCISCO ST NO 103	FLAGSTAFF	AZ	86001
10332003J	SWITZER RIDGE LLC	1024 N SAN FRANCISCO ST NO 103	FLAGSTAFF	AZ	86001
10332003K	SWITZER RIDGE LLC	1024 N SAN FRANCISCO ST NO 103	FLAGSTAFF	AZ	86001
10332003L	SWITZER RIDGE LLC	1024 N SAN FRANCISCO ST NO 103	FLAGSTAFF	AZ	86001
11224012B	UNIVERSITY BUSINESS CENTER LLC	1016 W UNIVERSITY AVE NO 109	FLAGSTAFF	AZ	86001
10320059E	UNIVERSITY SQUARE APARTMENTS	PO BOX 3568	FLAGSTAFF	AZ	86003
10325001C	UNIVERSITY WEST LP	PO BOX 4697	LOGAN	UT	84323
10322004S	UNIVERSITY WEST LP	PO BOX 4697	LOGAN	UT	84323

10319003E	VALLEY NATIONAL BANK ARIZONA	PO BOX 8265	WICHITA FALLS	TX	76307
10321024	VP CINEMA LLC	2502 E CAMELBACK RD NO 214	PHOENIX	AZ	85016
10321025	VP CINEMA LLC	2502 E CAMELBACK RD NO 214	PHOENIX	AZ	85016
10321026	VP CINEMA LLC	2502 E CAMELBACK RD NO 214	PHOENIX	AZ	85016
10321027	VP CINEMA LLC	2502 E CAMELBACK RD NO 214	PHOENIX	AZ	85016
11228005A	WCA FLAGSTAFF LLC	500 N MARKETPLACE DR NO 101	CENTERVILLE	UT	84014
10321021C	WESTSIDE PROPERTY LLC	43551 MISSION BLVD NO 111	FREMONT	CA	94539
10322008	WNDG LLC	7339 E MCDONALD DR	SCOTTSDALE	AZ	85250
11224016A	WOODLAND VILLAGE APARTMENTS	PO BOX 3568	FLAGSTAFF	AZ	86003
10320071	YALE PLAZA OWNERS ASSOCIATION	2050 S WOODLANDS VILLAGE BLVD NC	FLAGSTAFF	AZ	86001

Neighborhood Meeting Certification

I, Gammage & Burnham, PLC c/o Lindsay C. Schube, the authorized representative of Toll Brothers c/o Doug Smythe, do hereby attest that the neighborhood meeting for Project No. PZ-24-00162-03 was noticed and conducted in compliance with Section 10-20.30.060 of the City of Flagstaff Zoning Code and included the following:

- ☐ A Citizen Participation Plan, prepared in accordance with Section 10-20.30.030.C of the City of Flagstaff Zoning Code, was submitted to the City of Flagstaff on 7/15/2025 and accepted by the City of Flagstaff on 7/15/2025.
- ☐ A list of property owners within 900 feet of the subject property boundaries was prepared and submitted to the City of Flagstaff as part of the Citizen Participation Plan.
- ☐ Notices of the neighborhood meeting were sent via first class mail on 8/4/2025 to all property owners within 900 feet of the subject property boundaries, to all tenants residing on the subject property, to all Homeowners Associations (HOAs) within 1,000 feet of the subject property, and all persons or groups whose names are listed on the Registry of Persons and Groups.
- ☐ A total of 1 neighborhood meeting notification sign(s) were installed on 8/4/2025 at the following location(s):
  - South of the SWC of University Dr and Milton Rd - Facing Milton.
  - _____
  - _____
- ☐ A written summary of the meetings, known as a Citizen Participation Report, was submitted to the City of Flagstaff on ___/___/_____. (This Document, submitted on 9/18/2025)

N/A ☐ Copies of the Citizen Participation Report were sent via first class mail on ___/___/_____ to all persons who recorded their names on the neighborhood meeting sign-in sheet.

Authorized Representative of the Applicant:

Lindsay Schube

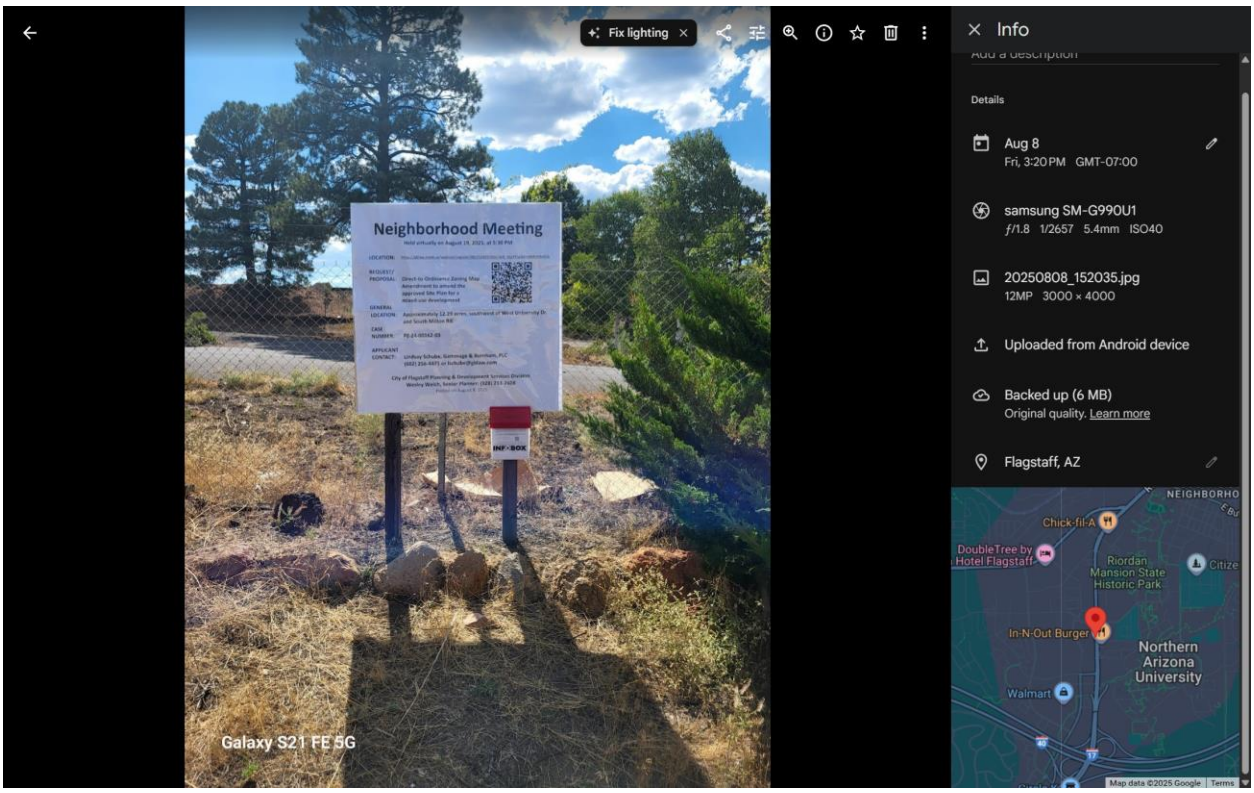
Signature:

LCSchube

TAB B

Neighborhood Meeting Notification Sign

Neighborhood Meeting Sign



TAB C

Neighborhood Meeting Summary
Neighborhood Meeting Attendee List
Public Correspondence

MILL TOWN—Summary of Neighborhood Meeting

Southwest corner of University Ave and Milton Rd
Case No.: PZ-24-00162

Neighborhood Meeting

Vintage Partners and the Development Team held a virtual neighborhood meeting on August 19, 2025. The format for the meeting included a formal presentation followed by questions, comments, and discussion. In general, the formal presentation included an overview of the: (1) applications; (2) site plan; (3) building elevations, architecture, and materials; (4) existing and proposed zoning; (5) Regional Plan land use designation; (6) open space and amenities; and (7) process.

Questions, Comments, and Discussion

There was only one member of the public in attendance and he joined after the presentation was completed. The team re-iterated major points from the presentation and the member of the public said he knew about most all of the project details already and had just joined late. He had no further questions about the project and the neighborhood meeting concluded at 5:58 p.m.

Virtual Meeting Attendee List

1. Donnie D.

Virtual Meeting Registration List

1. Celia Barotz

Public Correspondence

Communication	Date	Author	Type	Tone	Summary
Call	8/5/2025	Greg Hoff- Evans Property Company	Supportive		Wishes us luck and may write a letter of support for the hearing. Will not attend neighborhood meeting
Email	8/11/2025	Michele A. James, Executive Director Friends of Flagstaff's Future	Question		"Could you provide me with a description of the proposed amendment to the site plan?"

CivTech

September 18, 2025

Anna Picache, Sr. Development & Construction Manager
Toll Brothers
8767 East Via de Ventura, Suite 270
Scottsdale, Arizona 85224

Registered Professional Engineer (Civil)
CERTIFICATE NO.
35879
DAWN D.
CARTIER
Date Signed 9.18.25
ARIZONA, U.S.A.

RE: PARKING DEMAND STUDY FOR MILLTOWN
SWC OF MILTON ROAD AND UNIVERSITY AVENUE – FLAGSTAFF, ARIZONA

Dear Ms. Picache:

CivTech performed a parking demand study for Toll Brothers. The **Project** consists of approximately 265 dwelling units (DUs) or 669 beds (BRs) of multi-family residential dwelling units, with approximately 19,500 square feet (SF) of mixed commercial (restaurant/retail). The Project is proposed to be developed on an approximately 10-acre parcel generally located at the southwest corner of Milton Road and University Avenue in the City of Flagstaff. The Project is located just west of Northern Arizona University (NAU). The subject property served as the former Arizona Department of Transportation (ADOT) office. The Project's close proximity to NAU significantly reduces the need for vehicle use among residents who primarily walk, bike, and have access to both school, retail and jobs via the Mountain Line.

BACKGROUND AND PURPOSE

CivTech understands that Toll Brothers is preparing to develop the multi-family residential portion of the Project with 265 DUs/669 BRs. Before taking eligible reductions, the City's Parking Code requires a total of 482 spaces for the residents and 50 spaces for guests of a multi-family project of this size. The purpose of this statement is to review the minimum number of parking stalls needed to ensure an adequate supply of parking for both the residential and the commercial uses for a development located within the City's Core area.

The Milltown development is a true mixed-use environment within the Core area, with multi-family dwelling units, restaurant and grocery uses. Milltown, as part of its commitment to a multi-modal environment, constructed an underpass of Milton Road which allows unimpeded walking, bicycle, and scooter trips without the need to cross vehicular traffic. This commitment was made understanding the large number of multi modal (non-vehicular) trips that will originate or be destined to Milltown.

Parking in mixed-use environments can be shared between the uses to reduce the overall parking supply and provide greater environmental sustainability. The overall development will provide 502 parking spaces comprised of 334 parking spaces reserved for the residents of Milltown and 168 parking spaces on Lot 1 to be used by both residential guests and the commercial land use. Overall, a parking reduction of just over 25 percent is requested. The City Code allows a 15 percent reduction

for muti-model trips. This request is for an addition 9.9 percent overall due to the mixed-use nature of the project and the mix of commercial uses allowing for a shared parking reduction.

The Milltown development was approved under the 2016 City of Flagstaff Zoning Code. Parking rates used in this study are from the 2016 Zoning Code. In accordance with Section 10-50.80.060, Toll Brothers is requesting a parking reduction to the number of parking spaces. The reduction in parking positively contributes to the City's goal of reducing carbon emissions by encouraging multi-modal activity, including walking, bicycling, and transit. Milltown's planned on-site commercial services and the newly constructed pedestrian underpass only make adjacent restaurants, shopping, and service uses more accessible to planned residents and the community. Bicycle lockers within the multi-family residential component and ample bicycle parking is also distributed throughout the Property to further encourage multi-modal transportation.

The 2018 Flagstaff Trip Diary, a publication documenting the travel habits of the City, shows this property to be within the City's Core. Data provided for the Core, not exclusively the University area, shows that 53.8 percent of the trips made in the Core area do not use a vehicle. Thirty-three (33) percent of trips are vehicles with one occupant, 13.2 percent carpool, 9.6 percent are made by transit, 15.9 percent are made by bicycle and 28.3 percent are walking related trips.

Of those trips related to a university, 78.6 percent do not use a vehicle. 15.7 percent drive alone, 5.8 percent carpool, 9 percent arrive by transit, bicycling accounts for 37.3 percent of the trips while walking accounts for 32.3 percent of the trips. This data includes people traveling to a university beyond the limits of the Core area. The Trip Diary summary states the following:

- Residents who live in the core tend to walk and bike more than those who live in outlying areas. Their average trip distance was also much shorter.

- The share of walking trips made by Core area residents increased from 19% to 33%, 2006 to 2012 and declined a little to 28% in 2018. Other areas stayed the same or saw small declines from 2006 to 2018

The location of this project is within the Core area and has close proximity to the university. Furthermore, the project offers multi-modal transportation uses with adjacency to the Milton Road Underpass, transit stops, and the Flagstaff Urban Trail System (FUTS). The convenience of having access proximate to a variety of multi-modal options and adjacent to retail and residential uses further encourages pedestrian activity, biking and public transportation. This reduces the need for parking since it will not be needed for trip making.

PROPOSED DEVELOPMENT

The **Project** is proposed as a mixed-use development. The residential component will consist of 265 DUs ranging from efficiency "studio" through five bedrooms while the commercial component will consist of Lot 1 with approximately 19,500 square feet (SF) of mixed restaurant/grocery. The commercial use on Lot 2 will self-park and is not included in this evaluation. The breakdown of units by unit type and commercial by size is summarized in **Table 1**. The site plan is included in **Attachment A**.

Table 1 – Proposed Development by Unit Type

Residential - Unit Type	Number of Units DUs (BRs)
Efficiency "Studio"	65 (65)
2 Bedroom	105 (210)
4 Bedroom	81 (324)
5 Bedroom	14 (70)
Total	**265 (669)**
Commercial (Lot 1) - Type	**Size (SF)**
Grocery or Supermarket ≥ 5,000 gsf (Trader Joe's)	13,300
Fast Food with Drive Through	4,200
Coffee with Drive Through	2,000
Total	**19,500**

The parking provided for the project will be managed by using space numbers with designated assignments to residents. Residents with reserved parking will be charged a monthly fee for parking. Each resident paying for parking will receive a sticker to place on their windshield validating their right to park within the residential portion of the property. Towing will be enforced for any vehicle parked illegally in a stall or without a sticker or parking pass displayed. Please see the attachment related to Toll Brothers management of parking at other similar locations. The management of parking will allow the control of parking on-site and will discourage residents from bringing cars when they are not eligible for parking spaces. A sample of the Toll Brothers Parking Addendum is included in **Attachment B**.

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CITY OF FLAGSTAFF PARKING REQUIREMENT

Parking requirements are included in *Division 10-50.80: Parking Standards, of the Flagstaff Zoning Code, 2016.* **Table 2** summarizes the required parking.

Table 2 – Required Parking Spaces per City of Flagstaff's 2016 Zoning Code

Type	Number of Units	Requirement per City Code	Required Vehicle Parking Spaces
Residential Portion of Development			
Efficiency "Studio"	65	1.25 space per unit	81.25
2 Bedroom	105	2.00 space per unit	210
4 Bedroom	81	2.00 space per unit	162
5 Bedroom	14	2.00 space per unit	28
Subtotal			**482**
Guest Spaces	200	0.25 per unit with 2 BRs or more.	50
Subtotal			**50**
Commercial (Lot 1) Portion of Development			
Grocery	13,300	1.0 space per 250 SF	53.2
Fast Food with Drive Through	4,200	1.0 space per 100 SF	42
Fast Food with Drive Through	10	1.0 space per employee	10
Coffee with Drive Through	2,000	1.0 space per 100 SF	20
Coffee with Drive Through	10	1.0 space per employee	10
Subtotal			**136**
		Total Required Parking Spaces	**668**

As summarized in **Table 2**, the required parking based on the City's 2016 Zoning Code is 668 total parking spaces. 502 parking spaces are proposed on-site for the overall development resulting in a deficit of 166 parking spaces, with 148 less residential spaces and 18 less guest/commercial spaces than required. This is an overall reduction for the Milltown development of 24.9 percent.

LOCATION OF PARKING FOR EACH LAND USE

There are two components to the parking for this project. The resident parking will be managed through lease agreements with tenants. Parking for tenants will be adjacent to the apartment building. The second area for parking is within the Lot 1 commercial parking field. This project will park the residential guest parking in the Lot 1 commercial parking field. Please see **Exhibit 1** for parking locations.

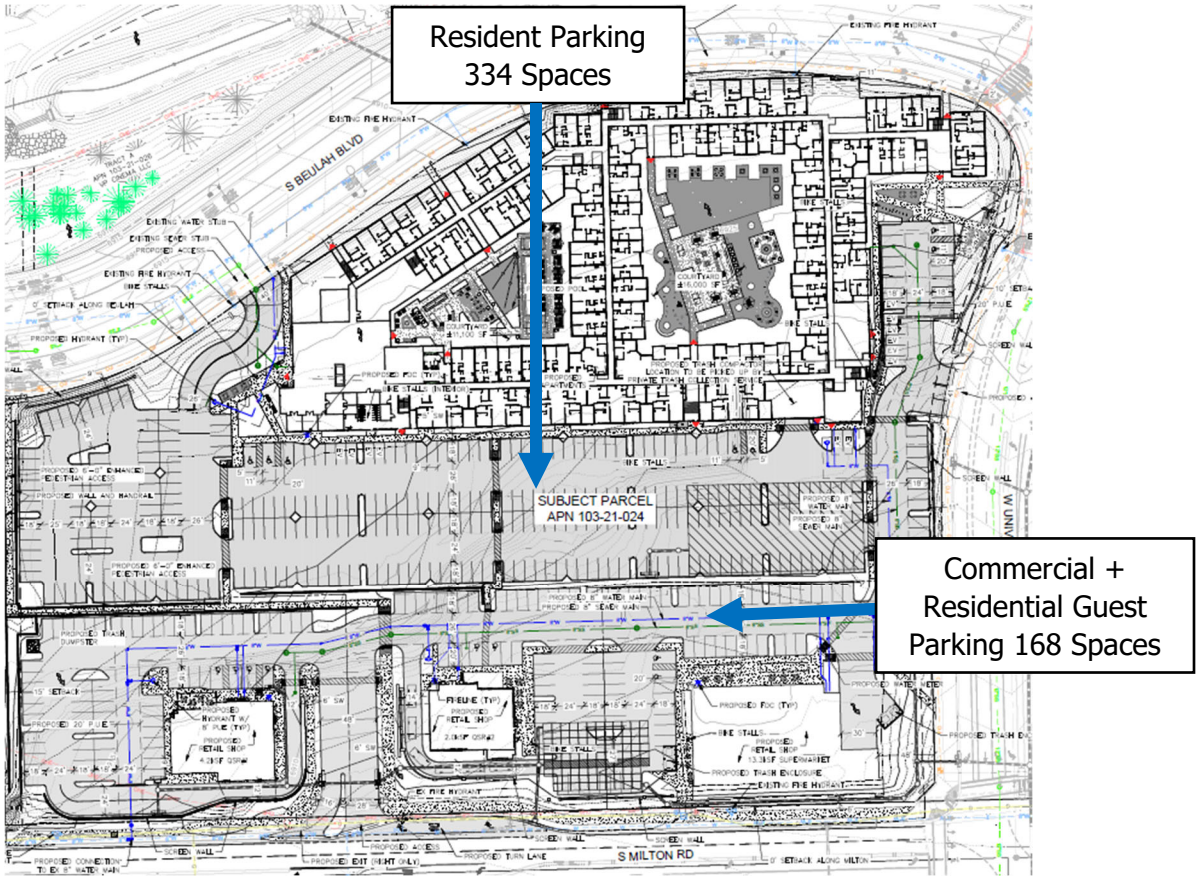


Exhibit 1 – Milltown Parking Field Location by Land Use

REDUCTION TO PARKING REQUIREMENT

Section 10-50.80.060 Parking Adjustments of the Zoning Code authorizes parking reductions based on transit, bicycle parking, shared on-site parking, and/or a parking demand study. These reductions were considered.

TRANSIT

A reduction of up to 10% is allowed from proximity to transit per Section 10-50.80.060.A.1 of the 2016 Code.

> "General to all zones. A parking reduction of up to 10 percent may be approved by the Director for any use within one-quarter mile of a bus stop."

The walking distance from the project to bus stops on both sides of Milton Road will be less than 1,200 feet; therefore, a 10% reduction in parking for Transit is proposed. The transit reduction was applied to the shared parking model as part of the drive ratio adjustment which is discussed in greater detail following. It was also applied to a comparative calculation to show the additional reduction requested for the residents of Milltown.

BICYCLE PARKING REDUCTION

A reduction of up to 5% is allowed based on the number of bicycle spaces provided. More specifically, this reduction is 1 fewer vehicle parking spaces for every 4 bicycle spaces up to 5% of the total spaces. The site plan includes bike storage outside each commercial pad in three locations, outside the residential building in four locations, as well as an internal bike storage room with 64 bikes.

The Project proposes an overall 24.9 percent reduction to the required number of parking spaces for the Milltown development. A 30.6 percent reduction is requested for the resident parking which will be managed as stated earlier and a 9.7 percent reduction is requested for the Lot 1 guest/commercial parking. The bicycle parking reduction was applied to the shared parking model as part of the drive ratio adjustment which is discussed in greater detail following. It was also applied to a comparative calculation to show the additional reduction requested for the residents of Milltown.

PARKING DEMAND STUDY

The City's code allows for parking adjustments based on factors like the feasibility of alternative transportation options, proximity to public transit, and the overall parking demand in the area.

While the city code does not mention a specific percentage for parking reductions related to shared parking or demand studies, it states that a comprehensive parking demand study can provide data to support your request for reduced parking requirements based on actual usage patterns in the area.

A parking demand study was implemented for the commercial parking area which will include the residential guest parking. The methodology presented in the Urban Land Institute Shared Parking Model, Third Edition, was applied. This edition includes updated parking ratios, a significantly expanded number of land uses, and adjustments to account for modern trends like ride-sharing and autonomous vehicles.

PARKING DEMAND METHODOLOGY

For projects with a variety of land uses, the parking demand for each land use would peak at different hours. As a result, the actual number of spaces needed in a given hour is less than cumulative parking demand. *Shared Parking* by the Urban Land Institute [ULI] states, "Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)

- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development"

The methodology and allowable reductions using ULI's shared parking model methodology is described below.

NON-CAPTIVE ADJUSTMENT

The determination of parking requirements for a mixed-use development should also consider the utilization of uses within the project by the same patron. For example, a patron of the grocery store also visits the coffee shop. The non-captive ratio is another name for internal capture. To consider this, The National Cooperative Highway Research Program (NCHRP) has documented a methodology for calculating internal capture. This occurrence is known as non-captive demand. **Table 3** summarizes the non-captive adjustments for each land use.

The Lot 1 Commercial trip generation utilized for the non-captive adjustment calculation are included in **Attachment C**. The non-captive adjustment calculation is summarized in **Attachment D**. To maintain a conservative approach to the shared parking model, Non-Captive Adjustments were capped at 10 percent.

DRIVE RATIO ADJUSTMENT

The determination of parking requirements for a mixed-use development should also consider the likelihood that a patron will drive themselves versus using a non-driving mode of transportation. Examples of non-driving modes of transportation include public transit, walking, biking, taxi, and transportation network companies (TNCs) such as Lyft/Uber. To consider this, parking required for each use is prorated by assigning a percentage indicating the overlap from patrons that will actually drive themselves to the mixed-use project. This occurrence is modeled as a driving ratio adjustment. **Table 3** summarizes the driving ratio adjustment for each land use.

To maintain a conservative approach to the shared parking model, the Drive Ratio Adjustment was capped at 15% which is the transit and bicycle reduction allowed by code. It is highly likely that patrons will also arrive by Uber and Lyft, which have not been considered in the shared parking model.

MONTHLY ADJUSTMENT

Monthly Reductions are used to normalize patrons' activities levels during certain times of the year based on seasonal trends. No monthly adjustment factor was taken for this shared parking model.

Table 3 summarizes the adjustments for each use within the shared parking model. Non-Captive is synonymous with Internal Capture. This factor was capped at 10% even though the NCHRP calculations suggest a value of up to 40%. Drive Ratio is synonymous with Multi-Modal and TNC. This factor was capped at 15% even though the Metroplan Trip Diary suggests a value closer to 30% for multi-model use and TNC's such as Uber and Lyft continue to increase daily rides.

Table 3 – Summary of Shared Parking Model Adjustments

Category	Non-Captive	Drive Ratio	Monthly Adjustment
Residential Guest	0%	0%	0%
Grocery	10%	15%	0%
Fast Food with Drive Through Patrons	10%	15%	0%
Fast Food with Drive Through Employees	0%	15%	0%
Coffee Shop with Drive Through Patrons	10%	15%	0%
Coffee Shop with Drive Through Employees	0%	15%	0%

TIME OF DAY REDUCTION

Time-of-day (TOD) percentages describe the anticipated parking occupancy at a given time based on the land use characteristics. ULI publishes TOD hourly percentages for a variety of land uses based on their field observations. This data is supplemented by TOD rates found in *ITE Parking Generation Manual 5th Edition,* whenever a specific land use TOD table was not presented within ULI. It is understood that different land uses experience their peak parking demand at different times. The TOD reduction is calculated by subtracting the actual parking demand of a land use during the peak hour from the maximum occupancy. **Table 4** shows the TOD reductions of each land use for the highest peak hour demand.

Table 4 – Commercial & Residential Guest Shared Parking Summary

Unit Type	Parking Location	Quantity	Unit	Reductions		Peak Parking Demand at 12:00 PM
				Non-Cap	Drive Ratio	
Trader Joe's						
Grocery Store		13,300	SF	10%	15%	39.9
Fast Food with DT						
Fast-Casual Restaurant		4,200	SF	10%	15%	31.5
Fast-Casual Restaurant		10	Employees	0%	15%	8.5
Coffee with DT						
Fast-Casual Restaurant		2,000	SF	10%	15%	15.0
Fast-Casual Restaurant		10	Employees	0%	15%	8.5
Student Apartments - Guest Parking						
Guest Parking		200	Units	0%	0%	30.6
Total Peak Shared Demand						**134**
(1)Recommended Peak Parking Supply						**141**
Total Parking Provided						**168**

(1) Includes a 5% circulation factor.

The application of non-captive, drive-ratio and time-of-day rates results in a total reduction of approximately 52 stalls, resulting in a total parking demand during the peak time of 134 stalls. 168 parking spaces are proposed on-site for the guest/commercial parking, resulting in a surplus of 34 parking spaces. Less stalls are required at all other times of the day, which shows that as other uses reach their peak parking demand, there are excess spaces available to accommodate the need.

The complete shared parking analysis sheets are provided in **Attachment E**.

Table 5 – Required Parking Spaces per City of Flagstaff's 2016 Zoning Code with Requested Reduction

Type	Number of Units	Requirement per City Code	Required Vehicle Parking Spaces without Reduction	Required Vehicle Spaces with Multi-Modal Reduction	Required Spaces With MM(3) & Shared Parking Reduction
Residential Portion of Development(1)					
Efficiency "Studio"	65	1.25 space per unit	81.3	69.1	56.1
2 Bedroom	105	2.00 space per unit	210	178.5	145.1
4 Bedroom	81	2.00 space per unit	162	137.7	111.9
5 Bedroom	14	2.00 space per unit	28	23.8	19.3
Subtotal			**482**	**409.1**	**333**
Commercial Portion of Development(2)					
Residential Guest	200	0.25 per unit with 2 BRs or more.	50	50	30.6
Grocery	13,300	1.0 space per 250 SF	53.2	45.22	39.9
Fast Food with Drive Through	4,200	1.0 space per 100 SF	42	35.7	31.5
Fast Food with Drive Through	10	1.0 space per employee	10	10	8.5
Coffee with Drive Through	2,000	1.0 space per 100 SF	20	17	15
Coffee with Drive Through	10	1.0 space per employee	10	10	8.5
Subtotal			**185.2**	**167.9**	**134**
Total Required Parking Spaces			**668**	**577**	**467**

(1) Requesting a 30.7% reduction in resident managed parking
(2) Reductions per shared parking demand model per 10-50.80.060 Parking Adjustments Paragraph B1. Values extracted from peak period noted as 12:00 PM Weekend, the highest of all requirements reported in the table.
(3) MM = multi-modal

As summarized in **Table 5**, the required parking based on the City's 2016 Zoning Code and a 30.7% reduction in the resident parking suggests a parking demand of 333 total parking spaces. 502 parking spaces are proposed on-site resulting in an overall parking reduction request of 24.9 percent. Just under10 percentage points greater than allowed by the City's transit and bicycle reductions, which do not account for the reduction in spaces benefitted by a mixed-use development.

SUMMARY OF PARKING REDUCTION REQUEST

Parking for the Milltown Mixed-Use development is provided in two distinct locations, one secured parking area for residents and one shared parking area for commercial employees, patrons, and residential guests. Parking was prepared using the 2016 zoning ordinance which allows a 15 percent reduction in parking for transit use and bicycle parking. An additional 9.9 percentage point reduction in parking supply is requested due to the decrease in parking need to support mixed- use environments and the managed parking that will be maintained as part of the Milltown residential development. The mix of uses shown for Milltown suggests that up to 40 percent of the trips between the uses will be captured internally further supporting the fact that mixed-use developments require less parking than their stand along counterparts. A summary of the requested parking reductions is provided in **Table 6**.

Table 6 – Parking Reduction Summary

	Code Required	With 15% Multi-Modal Reduction	Proposed with Shared Parking	Additional Reduction for Mixed Use
Resident Parking	482	409.70	334	-75.7
Guest Parking	50	42.50	168(1)	(+9.9)
Commercial Parking	136	115.6		
Total	**668**	**567.8**	**502**	**-65.8**
Overall Parking Reduction		**15.0%**		**9.9%**

(1) 168 parking spaces are provided, only 134 are required to meet the shared parking demand.
(2) No reduction beyond city's typical allowance required.

OFFSITE PARKING

A need for excess parking is not anticipated given the multi-modal and mixed use nature of the Milltown development. However, in the case that the parking reduction does not supply enough parking to meet the needs of the mixed-use development, offsite parking could be secured to provide additional parking. With 482 spaces required for the residents, and a 15% percent reduction which is typical for this type of development, 410 parking spaces would be required. The development shows 334 spaces available for residents, which would be a deficit of 76 spaces. There are 34 excess spaces available for use by the residents as part of the commercial and guest parking, 168 parking spaces are provided and only 134 are required. This leaves a total of 42 spaces that are not accommodated in the existing parking provided at Milltown. Milltown is in discussions and working agreements with surrounding area locations to accommodate the 42 offsite parking spaces potentially needed in the case that additional parking is required at the Milltown development, although this condition is not anticipated.

Milltown has had discussions with both Northern Arizona University and Flagstaff Pulliam Airport in regard to potential for offsite parking for the development. With NAU, it has been determined that there is capacity of up to 10 vehicles to park when additional parking is required from the Milltown development. The Milltown development is still having conversations with NAU, anticipating more

offsite parking will be available for the development at NAU. The Milltown development is in works with the Flagstaff Pulliam Airport but have not officially secured spaces.

Though not expected to be required, with agreements from both NAU and the Flagstaff Airport, it is expected that the 42 space parking deficit could be resolved between the two locations. If any offsite parking is required, it would be limited to the 42 spaces in consideration of the parking reductions from City of Flagstaff standards.

As stated throughout the study, the City of Flagstaff typically allows for up to a 15% reduction from code appointed parking rates. As displayed in **Table 6**, the code required parking with a 15% reduction is 410 residential parking spaces. In consideration of the City of Flagstaff's standard of the 15% parking reduction, it would be expected that there would need to be offsite availability of which 34 spaces may be accommodated in the adjoining commercial Lot 1. It is recommended that the offsite parking offered should be between 42-76 spaces and that parking from the commercial 'component' lot be utilized prior to requiring parking at other offsite locations.

CONCLUSIONS

From the above, the following can be concluded:

- The proposed Milltown mixed-use development is comprised of 265 units of multi-family residential and approximately 19,500 square feet (SF) of mixed commercial (restaurant/retail). A benefit of mixed-use development is the reduction in total parking demand.

- Per the site plan, the overall development will have 334 parking spaces reserved exclusively for the multi-family residential and 168 parking spaces to be used by both guests and the commercial part of the development, for a total of 501 parking spaces.

- The required parking based on the City's 2016 Zoning Code is 668 total parking spaces. The Milltown mixed-use development shows a total of 502 proposed parking spaces for the overall development resulting in a deficit of 166 parking spaces.

- The Project proposes a reduction of 24.9 percent in the required number of parking spaces.

- A reduction for residential parking of 15%, as allowed by Code for the multi-modal nature of the property, and an additional 9.9% based on the parking demand reduction that comes with Toll Brother's managed parking process. A total of 334 parking spaces will be provided and managed as part of the lease agreement with the tenants.

- The application of non-captive, drive-ratio and time-of-day rates results in a total reduction of approximately 52 stalls, resulting in a total parking demand during the peak time of 134 stalls. 168 parking spaces are proposed on-site for the guest/commercial parking, resulting in a surplus of 34 parking spaces. Less stalls are required at all other times of the day, which shows that as other uses reach their peak parking demand, there are excess spaces available to accommodate the need.

- Milltown is in discussions with surrounding area locations to determine if 42 offsite parking spaces could be available in the case that an overflow of parking is experience at the Milltown development, although this condition is not anticipated.

    - If considering City's 15% parking reduction, it would be expected that there would need to be offsite availability for up to 76 vehicles.

    - Parking available in the commercial component of Lot 1 should be utilized prior to requiring parking at other offsite locations.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have about this Traffic Statement.

Sincerely,



CivTech
Dawn D Cartier, P.E., PTOE
President/Senior Traffic Engineer

Attachments (5)

A. Site Plan
B. Parking Management Agreement
C. Trip Generation for Lot 1 Commercial & Residential
D. NCHRP Internal Capture, Non-Captive Calculations
E. ULI Shared Parking Model

NORTH

SCALE 1" : 40'
0 20 40

APN 112-24-016A
WOODLAND VILLAGE
APARTMENTS

APN 103-32-008A
SHIVAM FLAGSTAFF LLC

APN 103-32-001
SHREEJI FLAGSTAFF LLC

TRACT A
APN 103-21-026
VP CINEMA LLC

S BEULAH BLVD

BUS STOP

EXISTING FIRE HYDRANT

EXISTING WATER STUB

EXISTING SEWER STUB

PROPOSED ACCESS

BIKE STALLS

0' SETBACK ALONG BEULAH

PROPOSED HYDRANT (TYP)

SCREEN WALL

PROPOSED 6'-0" ENHANCED PEDESTRIAN ACCESS

PROPOSED WALL AND HANDRAIL

PROPOSED TRASH DUMPSTER

15' SETBACK

PROPOSED 20' P.U.E.

PROPOSED HYDRANT W/ 8' PUE (TYP)

PROPOSED RETAIL SHOP 4.2kSF QSR#1

EX FIRE HYDRANT

PROPOSED CONNECTION TO EX 8" WATER MAIN

PROPOSED APARTMENTS

COURTYARD ±11,100 SF

PROPOSED POOL

COURTYARD ±16,000 SF

PROPOSED TRASH COMPACTOR LOCATION TO BE PICKED UP BY PRIVATE TRASH COLLECTION SERVICE

PROPOSED FDC (TYP)

BIKE STALLS (INTERIOR)

SUBJECT PARCEL
APN 103-21-024

PROPOSED 8" WATER MAIN

PROPOSED 8" SEWER MAIN

FIRELINE (TYP)

PROPOSED RETAIL SHOP 2.0kSF QSR#2

PROPOSED RETAIL SHOP 13.3kSF SUPERMARKET

PROPOSED TRASH ENCLOSURE

PROPOSED WATER METER

EX FIRE HYDRANT

EXISTING FIRE HYDRANT

SCREEN WALL

PROPOSED ACCESS

PROPOSED TURN LANE

PROPOSED EXIT (RIGHT ONLY)

S MILTON RD

0' SETBACK ALONG MILTON

10' SETBACK

20' P.U.E.

W UNIVERSITY AVE

EXISTING WATER STUB

EXISTING SEWER STUB

APN 103-21-021C
WESTSIDE PROPERTY LLC

APN 103-21-021B
BURGER KING CO LLC

NEW BUS STOP LOCATION TO BE CONSTRUCTED WITH BEULAH/UNIVERSITY PROJECT (SITUATED ON EAST SIDE OF STREET)

EXISTING & PROPOSED STORMWATER OUTFALL

PROPOSED TRASH ENCLOSURE

PROPOSED UNDERGROUND STORMWATER STORAGE

PROPOSED ACCESS

PROPOSED HYDRANT (TYP)

PROPOSED FDC (TYP)

BIKE STALLS

PROPOSED RETAIL SHOP 3.1kSF

LOT 2
APN 103-21-025
VP CINEMA LLC

ROW TO BE CONVEYED TO VP CINEMA LLC IN FUTURE INSTRUMENT. ±0.37 ACRES

YALE ST

TRACT B
APN 103-21-027
VP CINEMA LLC

PROPOSED ACCESS

PARKING SPACES PROVIDED:

LOT 1
RESIDENTIAL
PROVIDED SPACES = 334 TOTAL
INC 7 ADA

COMMERCIAL
PROVIDED SPACES = 168 TOTAL
INC 5 ADA

COMBINED LOT 1 TOTAL
PROVIDED SPACES = 502 TOTAL
INC 12 ADA

LOT 2
COMMERCIAL
PROVIDED SPACES = 12 TOTAL
INC 2 ADA

BIKE STALLS PROVIDED:

LOT 1
RESIDENTIAL
INTERIOR = 64 STALLS
EXTERIOR = 52 STALLS
TOTAL = 116 STALLS

COMMERCIAL
EXTERIOR = 20 STALLS
TOTAL = 20 STALLS

COMBINED LOT 1 TOTAL = 136

LOT 2 (COMMERCIAL)
TOTAL = 4 STALLS

RESIDENTIAL PARKING CALCULATIONS:

		REQ'D	30.8% REDUCTION
65	STUDIO * 1.25	= 81.25	56.2
105	2-BED * 2.0	= 210	145.3
81	4-BED * 2.0	= 162	112.1
14	5-BED * 2.0	= 28	19.6
265	REQUIRED TOTAL	= 481.25	333.2

PROVIDED SPACES = 334 TOTAL
INC 7 ADA

196 GUEST * 0.25 = 49

GUEST PARKING TO BE PROVIDED THROUGH THE COMMERCIAL PARKING SPACES. SEE PARKING STUDY PREPARED BY OTHERS FOR PARKING CALCULATIONS.

COMMERCIAL PARKING CALCULATIONS:

LOT #1
SUPERMARKET:
13,300SF * 1 SP/ 250SF = 53.2 SP
TOTAL = 53.2 SP

QSR#1:
4,200SF * 1 SP/ 100SF = 42 SP
EMPLOYEE = 10 SP
TOTAL = 52 SP

QSR#2
2,000SF * 1 SP/ 100SF = 20 SP
EMPLOYEE = 10
TOTAL = 30 SP

COMMERCIAL REQ'D TOTAL = 135.2 SP
COMMERCIAL PRO'D TOTAL = 168.0 SP

LOT #2
RETAIL
3,125SF * 1 SP/ 300SF = 12 SP
TOTAL = 12 SP

COMBINED COMMERCIAL PRO'D TOTAL = 180 SP

ARDURRA
COLLABORATE. INNOVATE. CREATE.

Contact Arizona 811 at least two full working days before you begin excavation

ARIZONA811
Call 811 or click Arizona811.com

C.O.F. #PZ-24-00162-01

NO.	DATE	BY	REVISION

Toll Brothers
APARTMENT LIVING

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING OR RECORDING

MILLTOWN MIXED USE

SITE PLAN

FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025

DWG. SP03

SHEET 3 OF 7

PLOTTED: Sep 17, 2025 - 3:06pm FILE: N:\2024\224236\DRAWINGS\SITE PLANS\SITE PLAN\224236-SITE PLAN.DWG JROBINSON

Indiana Apartment Association™

RESIDENT PARKING ADDENDUM

Becomes part of Lease Contract

NAA NATIONAL APARTMENT ASSOCIATION — We Lead the Way Home

Date: January 23, 2025
(when this Addendum is filled out)

1. DWELLING DESCRIPTION.
1924 Victory March Way 142

(street address), 142-A *(unit no. if applicable)* in South Bend *(city)*, Indiana, 46637 *(zip code).*

2. LEASE CONTRACT DESCRIPTION.
Lease Contract Date: January 23, 2025
Owner's name: UND Property Owner LLC

Residents *(list all residents)*:
Model Bed B

This Addendum constitutes an Addendum to the above described Lease Contract for the above described premises, and is hereby incorporated into and made a part of such Lease Contract. Where the terms or conditions found in this Addendum vary or contradict any terms or conditions found in the Lease Contract, this Addendum shall control.

The term of this Parking Addendum is as follows:
Begins on August 16th, 2024, and ending on July 31st, 2025.

RESIDENT AND OWNER AGREE AS FOLLOWS:

3. You agree to properly register all vehicles with management. If you get a new or replacement vehicle you must notify us and complete a revised agreement.

4. If you are provided with a parking tag or sticker it must be properly installed and displayed.

5. Unless your vehicle(s) has been assigned a specific space(s) you may park in any available space(s) in the parking areas, with the exception of spaces reserved for a particular use or any marked handicap space, unless you possess a government issued handicap decal or similar signage.

6. If you are assigned a specific parking space(s) we shall assign you the space(s) and retain the right to change assigned spaces at our sole discretion with advance notice.

7. You understand and accept that we have the right at any time, without notice, to tow unauthorized or non-registered vehicles from any parking space on the property.

8. You agree to use parking spaces in accord with the terms of the Lease and Community Rules.

9. Any vehicles which are improperly parked or are in violation of this addendum, the terms of the Lease or Community Rules will be towed at your expense. You agree that we shall not be liable to you for damages related to the physical towing nor any consequential damages you may incur through loss of use of the vehicle(s).

10. You understand that we will not be held liable for any damage or theft that may occur while your vehicle(s) is parked on any part of the property. Upon signing this agreement you knowingly accept the risk of parking any vehicle(s) on the property.

11. Any action by you, any occupant, guest, or visitor that violates this addendum shall constitute a violation of the Lease Contract.

12. You understand and agree that any judgment of possession entered against you shall be a judgment for possession of any parking spaces which you are entitled to under this addendum. Once such judgment is rendered and executed upon you, you shall immediately remove all vehicles from the property parking areas. If you fail to remove your vehicle(s), we shall tow the vehicle(s) at your expense. You agree that we shall not be liable to you for damages related to the physical towing nor any consequential damages you may incur through loss of use of the vehicle(s).

COST FOR PARKING:
Resident agrees to pay a onetime fee of $ _____ per vehicle on or before the _____ day of _____, _____. An alternative resident agrees to pay $ _____ monthly per vehicle due on or before the 1st day of the month. If no amount is filled in parking shall be free for properly registered and authorized vehicles.

Resident understands and accepts that all-parking rights and privileges will immediately be revoked in the case that Resident is _____ days delinquent in paying the required parking fee.

Resident agrees to pay $ 25.00 NSF fee for all checks returned for non-sufficient funds.

VEHICLE INFORMATION:

Vehicle 1
Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: 000
Phone Number: _____
Parking Space: Surface

Vehicle 2
Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

Vehicle 3
Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

SAMPLE FORM NOT A VALID

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13. SPECIAL PROVISIONS. The following special provisions control over conflicting provisions of this printed form:

Resident or Residents
(All residents must sign)

Owner or Owner's Representative
(Signs below)

Date of Signing Addendum

SAMPLE
NOT A VALID FORM

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Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

Box 1 - Define Study Site Land Use Type & Site Characteristics

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

Land Use Types and Size

Proposed Use	Amount	Units	ITE LUC	ITE Land Use Name
LR-Stdnt Apmt Adj Campus	265	Bedrooms	225	Off-Campus Student Apartment (Low-Rise) Adjacent to Campus
Grocery Store/Supermarket	13.300	1,000 square feet	850	Supermarket
Fast Food w Drive-Thru	4.200	1,000 square feet	934	Fast Food Restaurant with Drive Through Window
Donut Shop w Drive-Thru	2.000	1,000 square feet	937	Coffee/ Donut Shop with Drive Through Window

Box 2 - Define Site Context

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. See the table on the next page titled "Site Context and Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

Box 3 - Define Analysis Objectives Types of Trips & Time Period

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses

Proposed Use	Setting	ADT		AM Peak Hour		PM Peak Hour		(not used)	
		Available	Used	Available	Used	Available	Used	Available	Used
LR-Stdnt Apmt Adj Campus	General Urban/Suburban G	G D	G	G D	G	G D	G		
Grocery Store/Supermarket	General Urban/Suburban G	G D	G	G D C	G	G D C	G		
Fast Food w Drive-Thru	General Urban/Suburban G	G D	G	G	G	G D	G		
Donut Shop w Drive-Thru	General Urban/Suburban G	G	G	G D	G	G D	G		

If the desired setting is not available within the *Manual,* adjustments may be made in Boxes 6 through 8.

Box 4 - Is Study Site Multimodal?

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)

Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	(not used)
LR-Stdnt Apmt Adj Campus	FC: LN(T)=0.75*LN(X)+2.87 [4.37]	WA: T=X*0.12 [0.12]	WA: T=X*0.24 [0.24]	
Grocery Store/Supermarket	FC: T=83.39*X+539.33 [123.94]	WA: T=X*2.86 [2.86]	FC: LN(T)=0.81*LN(X)+2.92 [11.34]	
Fast Food w Drive-Thru	WA: T=X*467.48 [467.48]	WA: T=X*44.61 [44.61]	WA: T=X*33.03 [33.03]	
Donut Shop w Drive-Thru	WA: T=X*533.57 [533.57]	WA: T=X*85.88 [85.88]	WA: T=X*38.99 [38.99]	

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

Baseline Vehicular Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
LR-Stdnt Apmt Adj Campus	50%	579	579	1,158	38%	12	20	32	50%	32	32	64				
Grocery Store/Supermarket	50%	824	824	1,648	59%	22	16	38	50%	76	75	151				
Fast Food w Drive-Thru	50%	982	982	1,964	51%	95	92	187	52%	72	67	139				
Donut Shop w Drive-Thru	50%	534	534	1,068	51%	88	84	172	50%	39	39	78				
Totals		**2,919**	**2,919**	**5,838**		**217**	**212**	**429**		**219**	**213**	**432**				

If vehicle trip reductions are not applied for internal capture and alternative mode, vehicle trips may be separtated into vehicle trip subsets (pass-by trips, diverted trips, truck trips, new passenger vehicle trips) as part of Box 10. If vehicle trip reductions are to be applied, continue to Box 6.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Milltown	**Organization:**	**CivTech Inc.**
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)		Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity Units	Total	Entering	Exiting
Office					
Retail			38	22	16
Restaurant			369	183	186
Cinema/Entertainment					
Residential			32	12	20
Hotel					
All Other Land Uses[2]					
			439	217	222

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail			2			
Restaurant		2			1	
Cinema/Entertainment						
Residential			4			
Hotel						

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	439	217	222
Internal Capture Percentage	4%	4%	4%
External Vehicle-Trips[5]	421	208	213
External Transit-Trips[6]			
External Non-Motorized Trips[6]			

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	13%
Restaurant	3%	2%
Cinema/Entertainment	N/A	N/A
Residential	8%	20%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Milltown	**Organization:**	**CivTech Inc.**
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)		Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity Units	Total	Entering	Exiting
Office					
Retail			151	76	75
Restaurant			217	111	106
Cinema/Entertainment					
Residential			64	32	32
Hotel					
All Other Land Uses[2]					
			432	219	213

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail			22		15	
Restaurant		38			5	
Cinema/Entertainment						
Residential		8	7			
Hotel						

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	432	219	213
Internal Capture Percentage	44%	43%	45%
External Vehicle-Trips[5]	242	124	118
External Transit-Trips[6]			
External Non-Motorized Trips[6]			

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	61%	49%
Restaurant	26%	41%
Cinema/Entertainment	N/A	N/A
Residential	63%	47%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Land Use and Shared Parking Summary

Unit Type	Parking Location	Quantity	Unit	Requirement Per City Code		Reductions [2]		Totals after Reductions	Peak Parking Demand at Hours Beginning
				Code	Amount	TNC & IC	Alternate Mode		
Commerical									
Trader Joe's									
Grocery Store		13,300.000	SF	1.0 sp/250 SF	53.20	20%	10%	37.24	0.00
Fast Food with DT [2]									
Fast-Casual Restaurant		4,200.000	SF	1.0 sp/100 SF	42.00	20%	10%	29.40	0.00
		10.000	employees	1.0 sp/1 emp	10.00	-	-	10.00	
Coffee with DT [2]									
Fast-Casual Restaurant		2,000.000	SF	1.0 sp/100 SF	20.00	20%	10%	14.00	0.00
		10.000	employees	1.0 sp/1 emp	10.00	-	-	10.00	
Retail Shopping									
Retail Shopping		3,125.000	SF	1.0 sp/300 SF	10.42	20%	10%	7.29	0.00
Residential									
Efficiency "Studio"		66.000	Units	1.25 sp/unit	82.50	18%	10%	59.40	0.00
2 Bedroom		98.000	Units	2.0 sp/unit	196.00	18%	10%	141.12	0.00
4 Bedroom		84.000	Units	2.0 sp/unit	168.00	18%	10%	120.96	0.00
5 Bedroom		14.000	Units	2.0 sp/unit	28.00	18%	10%	20.16	0.00
Guest [3]		196.000	Units	0.25 sp/unit	49.00	-	-	49.00	0.00
Total Shared Demand					**670**			**499**	**0**
[1]Recommended Parking Supply									**0**

* Where TNC =Transportation Network Company ; IC = Internal Capture

(1) Inlcudes a 5% circulation factor.

(2) TNC, Internal Capture & Alternate Mode were not applied to employee parking or guest parking.

(3) Parking calculations apply to residential units with 2+ bedrooms

CIVIL SITE PLAN
FOR
MILLTOWN MIXED USE
1801 S MILTON RD
FLAGSTAFF, ARIZONA

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 21 NORTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER MERIDIAN, COCONINO COUNTY, ARIZONA

PROJECT INFORMATION

SITE ADDRESS: 1801 S MILTON RD
FLAGSTAFF, AZ 86001

PARCEL	APN	CURRENT ZONING	PROPOSED ZONING	ACREAGE
LOT 1	103-21-024	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±10.07 AC
LOT 2*	103-21-025	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±0.26 AC
TRACT A	103-21-026	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±1.81 AC
TRACT B	103-21-027	HIGHWAY COMMERCIAL	HIGHWAY COMMERCIAL	±0.15 AC
			TOTAL	±12.29 AC

*AN ADDITIONAL 0.37 ACRES OF CITY ROW IS TO BE CONVEYED TO LOT 2 AS PART OF THE DEVELOPMENT AGREEMENT THROUGH A FUTURE SURVEY INSTRUMENT.

TOTAL SITE ACREAGE AFTER FUTURE ROW IS CONVEYED TO LOT 2 = 12.66 AC

CIVIL ENGINEER:
ARDURRA GROUP, INC.
110 WEST DALE AVE
FLAGSTAFF, AZ 86001
CONTACT: GUILLERMO CORTES
(928) 773-0354

ARCHITECT:
KTGY
17911 VON KARMAN AVE #200
IRVINE, CA 92614
CONTACT: KENNY CHO
(949) 221-6293

DEVELOPER:
TOLL BROTHERS
1800 M STREET NW SUITE 950 N
WASHINGTON DC, 20036
CONTACT: DOUG SMYTHE
(301) 329-0452

PROPERTY OWNER:
VP CINEMA, LLC
2502 E CAMELBACK RD #214
PHOENIX, AZ 85016

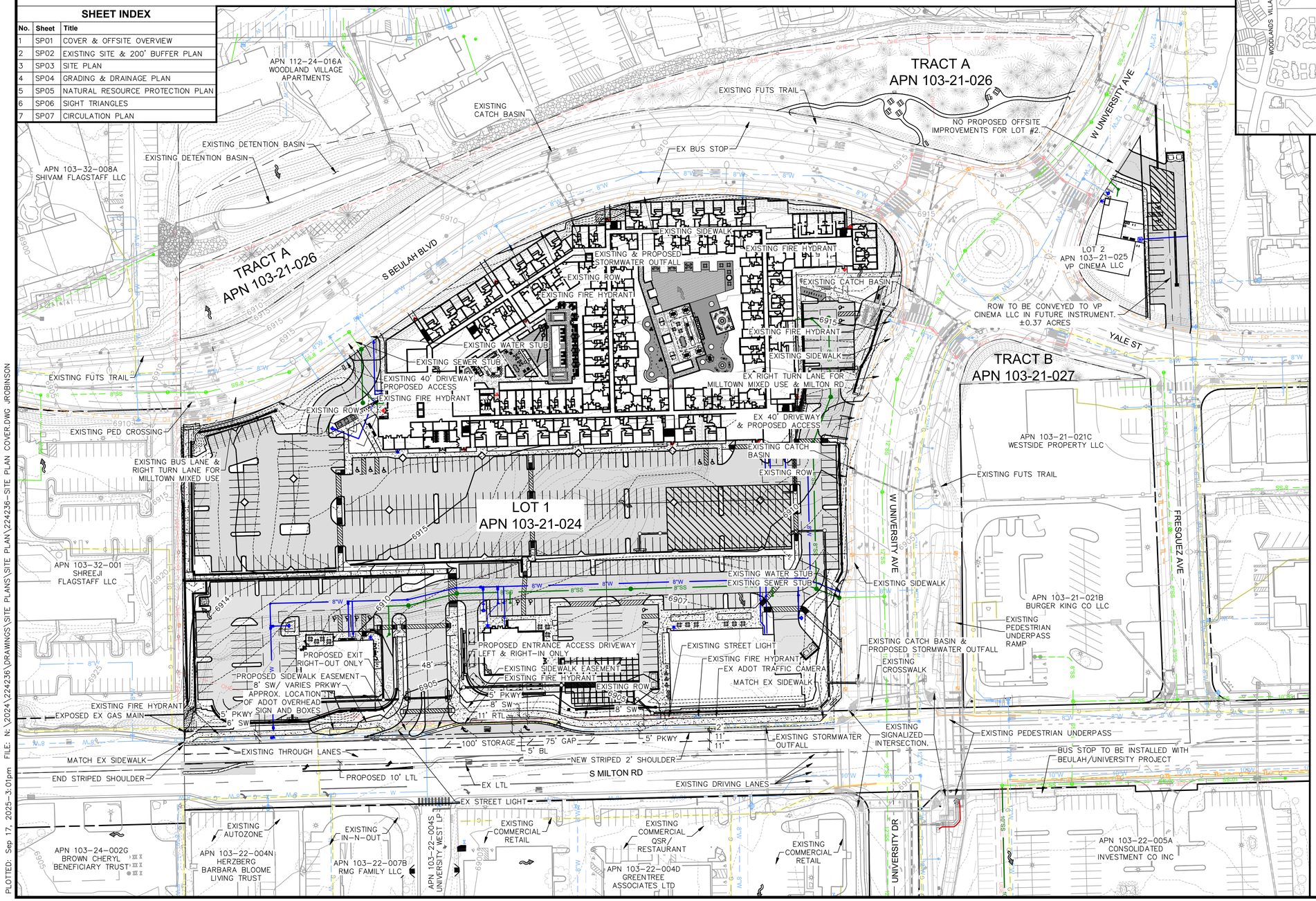
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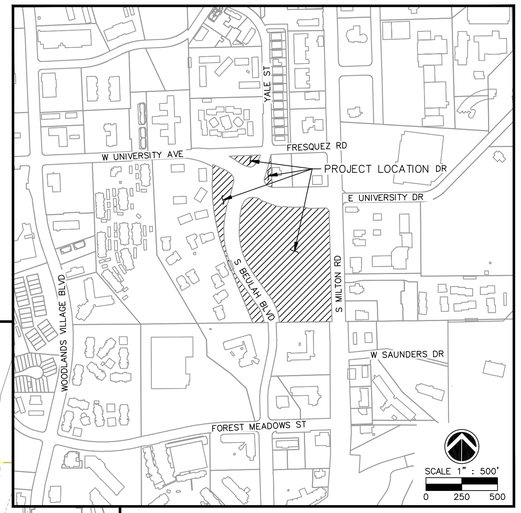
No.	Sheet	Title
1	SP01	COVER & OFFSITE OVERVIEW
2	SP02	EXISTING SITE & 200' BUFFER PLAN
3	SP03	SITE PLAN
4	SP04	GRADING & DRAINAGE PLAN
5	SP05	NATURAL RESOURCE PROTECTION PLAN
6	SP06	SIGHT TRIANGLES
7	SP07	CIRCULATION PLAN

LEGEND

FIRE HYDRANT
GATE VALVE
SEWER MANHOLE
STORM DRAIN MANHOLE
CATCH BASIN
UTILITY POLE
DRAINAGE ARROW

ROW
LOT LINE
PROPERTY LINE
SETBACK
GRAVITY SEWER LINE
PUBLIC WATER LINE
EX. GAS
EX. OVERHEAD ELEC
EX. WATER LINE
EX. SEWER LINE
STORM DRAIN PIPE





VICINITY MAP

CONCEPTUAL IMPERVIOUS AREA SUMMARY

PRE-DEVELOPMENT IMPERVIOUS AREA: 195,791 SF
POST-DEVELOPMENT IMPERVIOUS AREA: 359,170 SF
NET IMPERVIOUS AREA: 163,379 SF
LID STORAGE VOLUME REQUIRED (ROCV): 13,615 CF
STORMWATER BASIN VOLUMES: 52,640 CF

NOTE: EXISTING BUILDINGS HAVE BEEN DEMOED AND THEIR PADS ARE CURRENTLY BEING USED AS CONSTRUCTION STAGING AREAS, AND ARE CONSIDERED EXISTING IMPERVIOUS AREA FOR THIS SITE.

FLOOD ZONE CLASSIFICATION:

THE SUBJECT SITE LIES WITHIN ZONE 'X' – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. (PER FEMA FLOOD INSURANCE RATE MAP NUMBER 04005C6816G, EFFECTIVE DATE SEPTEMBER 3, 2010).

CIVIC SPACE:

REQUIRED:
5% OF BUILDING AREA
RESIDENTIAL – 89,500 SF x 0.05 = 4,475 SF
COMMERCIAL – 22,625 SF x 0.05 = 1,131 SF
SEE SHEET SP07 FOR PROVIDED CIVIC SPACE AREAS & QUANTITIES

RESOURCE PRESERVATION:

THE SUBJECT SITE IS WITHIN THE CITY OF FLAGSTAFF RESOURCE PROTECTION OVERLAY ZONE. REFER TO THE RESOURCE PRESERVATION PLAN PROVIDED IN THIS CONCEPT PLAN.

DWELLING UNITS

265 UNITS (669 BEDS)
STUDIO – 65 DU, 65 BED
2 BED/2 BA – 105 DU, 210 BED
4 BED/4 BA – 81 DU, 324 BED
5 BED/5 BA – 14 DU, 70 BED

DENSITY – 265/12.29 = 21.56 DU/AC = 54.4 BED/AC

PARKING CALCULATIONS ARE PROVIDED ON SHEET SP03.

F.A.R.:

LOT 1
NET RESIDENTIAL BUILDING FLOOR AREA 276,380 SF
GROSS RESIDENTIAL BUILDING FLOOR AREA 351,011 SF
COMMERCIAL BUILDING FLOOR AREA 2,000 SF
4,200 SF
13,300 SF
PROPOSED GROSS F.A.R. 0.84

LOT 2
COMMERCIAL BUILDING FLOOR AREA 3,125 SF
PROPOSED GROSS F.A.R. 0.28

BUILDING STATS

PROPOSED NUMBER OF FLOORS: 4
PROPOSED HEIGHT OF BUILDING: 58'-9"
MAX BUILDING HEIGHT ZONING HC: 60'-0"

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C.O.F. #PZ-24-00162-01

NO.	DATE	BY	REVISION

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PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING OR RECORDING

MILLTOWN MIXED USE
COVER & OFFSITE OVERVIEW
FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025
DWG.	SP01
SHEET	1 OF 7

PLOTTED: Sep 17, 2025-3:01pm FILE: N:\2024\224236\DRAWINGS\SITE PLANS\SITE PLAN\224236-SITE PLAN COVER.DWG JROBINSON

TRACT A
APN 103-21-026

APN 112-24-016A
WOODLAND VILLAGE APARTMENTS

APN 103-32-008A
SHIVAM FLAGSTAFF LLC

EXISTING DETENTION BASIN

EX 16' DRAINAGE EASEMENT PER ITEM NO 3861259

EXISTING STORMWATER OUTFALL

EX 107' ROW

W UNIVERSITY AVE

LOT 2
APN 103-21-025

L=44.25, R=857.50
Δ=2°57'25"

L=11.91, R=98.00
Δ=6°57'54"

L=25.61, R=298.00
Δ=4°55'24"

L=42.44, R=61.00
Δ=39°51'34"

L=351.31, R=498.00
Δ=40°25'08"

12' P.U.E. PER ITEM NO 3861259

N 4°54'08" E 72.81'

12' P.U.E. PER ITEM NO 3861259

EX 10' P.U.E. PER ITEM NO 3861259

10' P.U.E. PER ITEM NO 3861259

L=45.87, R=81.00
Δ=32°26'42"

L=4.05, R=118.00
Δ=1°57'56"

L=22.63, R=5012.00
Δ=0°15'31"

L=15.40, R=22.72
Δ=38°49'43"

L=24.28, R=52.00
Δ=26°45'11"

S 70°26'26" E 31.67'

YALE ST

TRACT B
APN 103-21-027

APN 103-21-021C
WESTSIDE PROPERTY LLC

S BEULAH BLVD

N 35°31'00" W 216.60'

EX 8" WATER MAIN

EX 8" SEWER MAIN

EXISTING WATER STUB

EXISTING SEWER STUB

10' P.U.E. PER ITEM NO 3861259

12' P.U.E. PER ITEM NO 3861259

EX UTILITY POLE TO BE REMOVED

EX FENCE TO BE REMOVED

S 70°04'18" E 14.03'

L=39.81, R=488.50
Δ=4°40'09"

S 31°17'01" E 7.18'

L=57.68, R=493.50
Δ=6°41'47"

N 53°11'05" E 7.18'

EX OVERHEAD ELECTRIC TO BE REMOVED

L=189.00, R=352.00
Δ=30°45'51"

EXISTING ASPHALT TO BE REMOVED

EX ELECTRIC FACILITIES TO BE REMOVED

LOT 1
APN 103-21-024

12' P.U.E. PER ITEM NO 3861259

EXISTING ASPHALT TO BE REMOVED

L=71.21, R=488.50
Δ=8°21'07"

EX GAS LINE TO BE REMOVED

L=18.74, R=38.25
Δ=28°04'21"

L=27.07, R=55.25
Δ=28°04'21"

26' P.U.E. PER ITEM NO 3861259

N 88°38'19" E 69.24'

N 88°38'19" E 116.43'

EX 12" WATER MAIN

EX 12" SEWER MAIN

EXISTING WATER STUB

EXISTING SEWER STUB

APN 103-21-021B
BURGER KING CO LLC

FRESQUEZ AVE

APN 103-32-001
SHREEJI
FLAGSTAFF LLC

26' P.U.E. PER ITEM NO 3861259

12' P.U.E. PER ITEM NO 3861259

PREVIOUS ADOT BUILDINGS REMOVED DURING CONSTRUCTION OF BEULAH & UNIVERSITY PROJECT (ALREADY DEMO'D)

20' P.U.E. PER ITEM NO 3861259

EXISTING ASPHALT TO BE REMOVED

EX UTILITIES TO BE REMOVED

S 89°26'36" W 363.36'

S 1°28'21" E 780.81'

S 45°16'07" E 22.69'

EX CURB & GUTTER TO BE REMOVED

EXISTING STORMWATER OUTFALL

EX SIDEWALK EASEMENT PER ITEM NO 3861259

S MILTON RD

BUS STOP TO BE INSTALLED WITH BEULAH/UNIVERSITY PROJECT

APN 103-24-002G
BROWN CHERYL BENEFICIARY TRUST

APN 103-22-004N
HERZBERG BARBARA BLOOME LIVING TRUST

APN 103-22-007B
RMG FAMILY LLC

APN 103-22-004S
UNIVERSITY WEST LP

APN 103-22-004D
GREENTREE ASSOCIATES LTD

UNIVERSITY DR

APN 103-22-005A
CONSOLIDATED INVESTMENT CO INC

NORTH

SCALE 1" : 60'
0 30 60

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APARTMENT LIVING

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MILLTOWN MIXED USE

EXISTING SITE & 200' BUFFER PLAN

FLAGSTAFF

COCONINO

JOB NO.:	224236
DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025

DWG. SP02

SHEET 2 OF 7

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NORTH

SCALE 1" : 40'
0 20 40

APN 112-24-016A
WOODLAND VILLAGE
APARTMENTS

APN 103-32-008A
SHIVAM FLAGSTAFF LLC

APN 103-32-001
SHREEJI FLAGSTAFF LLC

TRACT A
APN 103-21-026
VP CINEMA LLC

S BEULAH BLVD

BUS STOP

EXISTING FIRE HYDRANT

EXISTING WATER STUB

EXISTING SEWER STUB

PROPOSED ACCESS

BIKE STALLS

0' SETBACK ALONG BEULAH

PROPOSED HYDRANT (TYP)

SCREEN WALL

PROPOSED 6'-0" ENHANCED PEDESTRIAN ACCESS

PROPOSED WALL AND HANDRAIL

PROPOSED TRASH DUMPSTER

15' SETBACK

PROPOSED 20' P.U.E.

PROPOSED HYDRANT W/ 8' PUE (TYP)

PROPOSED RETAIL SHOP 4.2kSF QSR#1

EX FIRE HYDRANT

PROPOSED CONNECTION TO EX 8" WATER MAIN

PROPOSED APARTMENTS

COURTYARD ±11,100 SF

PROPOSED POOL

COURTYARD ±16,000 SF

PROPOSED TRASH COMPACTOR LOCATION TO BE PICKED UP BY PRIVATE TRASH COLLECTION SERVICE

PROPOSED FDC (TYP)

BIKE STALLS (INTERIOR)

SUBJECT PARCEL
APN 103-21-024

PROPOSED 8" WATER MAIN

PROPOSED 8" SEWER MAIN

FIRELINE (TYP)

PROPOSED RETAIL SHOP 2.0kSF QSR#2

PROPOSED RETAIL SHOP 13.3kSF SUPERMARKET

PROPOSED TRASH ENCLOSURE

PROPOSED WATER METER

EX FIRE HYDRANT

EXISTING FIRE HYDRANT

SCREEN WALL

PROPOSED ACCESS

PROPOSED TURN LANE

PROPOSED EXIT (RIGHT ONLY)

S MILTON RD

0' SETBACK ALONG MILTON

10' SETBACK

20' P.U.E.

W UNIVERSITY AVE

EXISTING WATER STUB

EXISTING SEWER STUB

APN 103-21-021C
WESTSIDE PROPERTY LLC

APN 103-21-021B
BURGER KING CO LLC

NEW BUS STOP LOCATION TO BE CONSTRUCTED WITH BEULAH/UNIVERSITY PROJECT (SITUATED ON EAST SIDE OF STREET)

EXISTING & PROPOSED STORMWATER OUTFALL

PROPOSED TRASH ENCLOSURE

PROPOSED UNDERGROUND STORMWATER STORAGE

PROPOSED ACCESS

PROPOSED HYDRANT (TYP)

PROPOSED FDC (TYP)

BIKE STALLS

PROPOSED RETAIL SHOP 3.1kSF

LOT 2
APN 103-21-025
VP CINEMA LLC

ROW TO BE CONVEYED TO VP CINEMA LLC IN FUTURE INSTRUMENT. ±0.37 ACRES

YALE ST

TRACT B
APN 103-21-027
VP CINEMA LLC

PROPOSED ACCESS

PARKING SPACES PROVIDED:

LOT 1
RESIDENTIAL
PROVIDED SPACES = 334 TOTAL
INC 7 ADA

COMMERCIAL
PROVIDED SPACES = 168 TOTAL
INC 5 ADA

COMBINED LOT 1 TOTAL
PROVIDED SPACES = 502 TOTAL
INC 12 ADA

LOT 2
COMMERCIAL
PROVIDED SPACES = 12 TOTAL
INC 2 ADA

BIKE STALLS PROVIDED:

LOT 1
RESIDENTIAL
INTERIOR = 64 STALLS
EXTERIOR = 52 STALLS
TOTAL = 116 STALLS

COMMERCIAL
EXTERIOR = 20 STALLS
TOTAL = 20 STALLS

COMBINED LOT 1 TOTAL = 136

LOT 2 (COMMERCIAL)
TOTAL = 4 STALLS

RESIDENTIAL PARKING CALCULATIONS:

		REQ'D	30.8% REDUCTION
65	STUDIO * 1.25	= 81.25	56.2
105	2-BED * 2.0	= 210	145.3
81	4-BED * 2.0	= 162	112.1
14	5-BED * 2.0	= 28	19.6
265	REQUIRED TOTAL	= 481.25	333.2

PROVIDED SPACES = 334 TOTAL
INC 7 ADA

196 GUEST * 0.25 = 49

GUEST PARKING TO BE PROVIDED THROUGH THE COMMERCIAL PARKING SPACES. SEE PARKING STUDY PREPARED BY OTHERS FOR PARKING CALCULATIONS.

COMMERCIAL PARKING CALCULATIONS:

LOT #1
SUPERMARKET:
13,300SF * 1 SP/ 250SF = 53.2 SP
TOTAL = 53.2 SP

QSR#1:
4,200SF * 1 SP/ 100SF = 42 SP
EMPLOYEE = 10 SP
TOTAL = 52 SP

QSR#2
2,000SF * 1 SP/ 100SF = 20 SP
EMPLOYEE = 10
TOTAL = 30 SP

COMMERCIAL REQ'D TOTAL = 135.2 SP
COMMERCIAL PRO'D TOTAL = 168.0 SP

LOT #2
RETAIL
3,125SF * 1 SP/ 300SF = 12 SP
TOTAL = 12 SP

COMBINED COMMERCIAL PRO'D TOTAL = 180 SP

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MILLTOWN MIXED USE

SITE PLAN

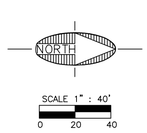
FLAGSTAFF
COCONINO

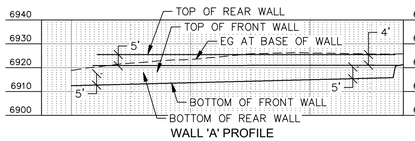
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DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025

DWG. SP03

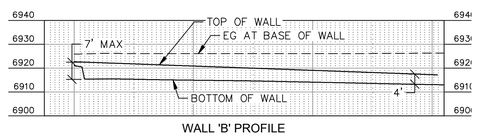
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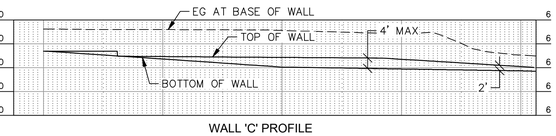




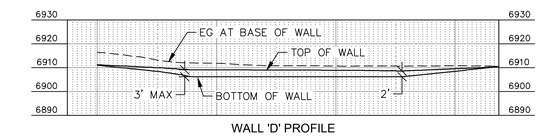
WALL 'A' PROFILE



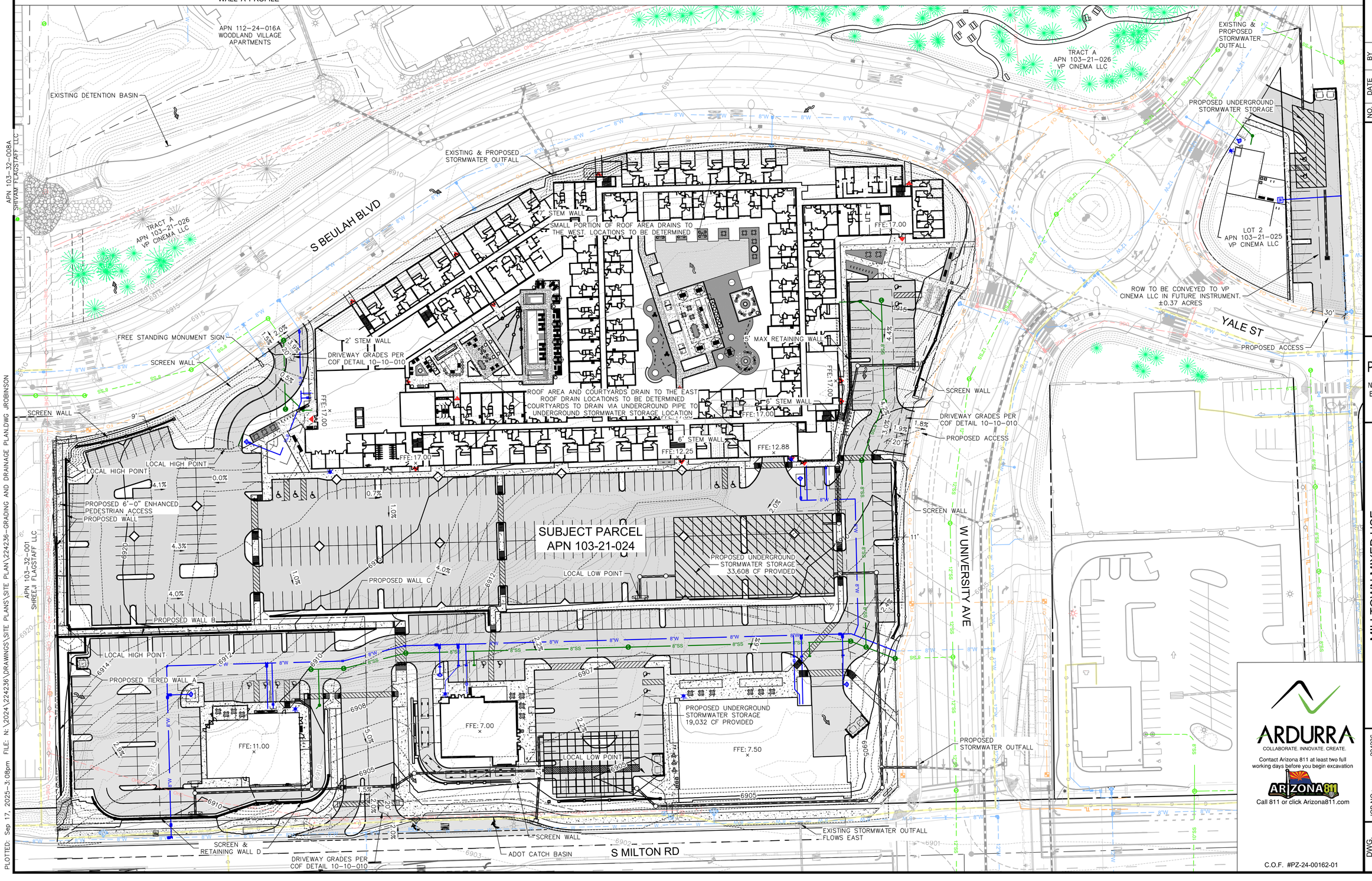
WALL 'B' PROFILE



WALL 'C' PROFILE



WALL 'D' PROFILE



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MILLTOWN MIXED USE

GRADING & DRAINAGE PLAN

FLAGSTAFF

COCONINO

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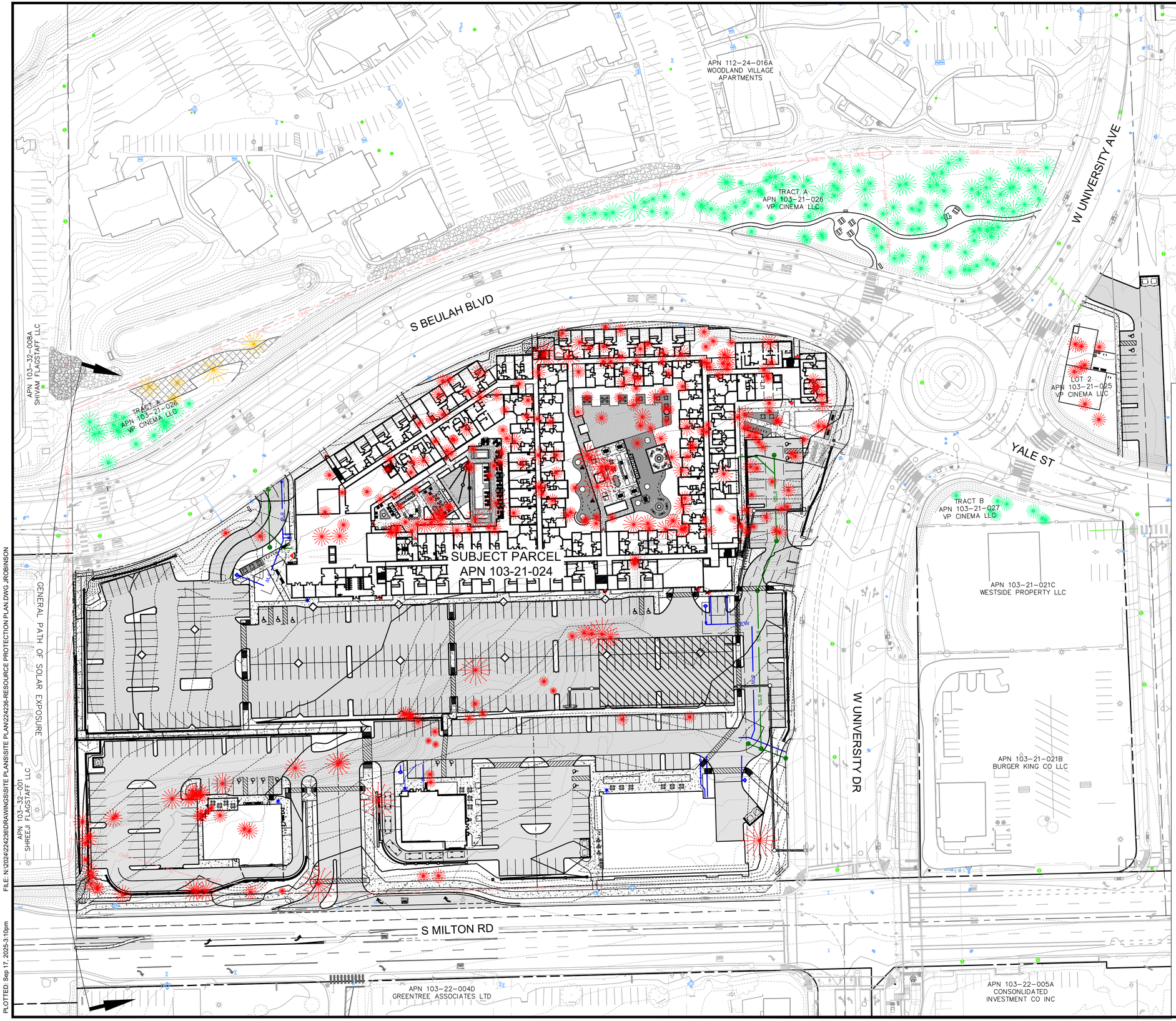
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JOB NO.:	224236
DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025

DWG. SP04

SHEET 4 OF 7

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LEGEND

- ROW
- EASEMENT
- LOT LINE
- PRESERVED TREE
- REMOVED TREE
- PRESERVED TREES IN STEEP SLOPED AREA
- 17-24.99% STEEP SLOPE AREA

TREE RESOURCES					
TYPE	PINE	PINE	PINE	PINE	PINE
DIAMETER (IN)	6-8	9-12	13-17	18-24	>25
NUMBER EXISTING	73	242	101	25	6
POINTS	1	2	4	8	20
SUM OF POINTS	73	484	404	200	120
TREE POINTS OUTSIDE OF SLOPE RESOURCE AREAS=					1281
TREE POINTS WITHIN SLOPE RESOURCE					
TYPE	PINE	PINE	PINE	PINE	PINE
DIAMETER (IN)	6-8	9-12	13-17	18-24	>25
NUMBER EXISTING	0	1	1	3	0
POINTS	1	2	4	8	20
SUM OF POINTS	0	2	4	24	0
TREE POINTS LOCATED WITHIN SLOPE RESOURCE AREAS=					*30*
25% OF TREE POINTS WITHIN SLOPE RESOURCES=					*8*
MAXIMUM ALLOWED TREE POINTS IN SLOPES TO BE USED					*15*
POINTS FROM TREES IN SLOPE COUNTED TOWARDS PRESERVATION=					**8**
SLOPE RESOURCES - COMMERCIAL					
SLOPES	0-16.99%	17-24.99%	25-34.99%	>35%	
EXISTING (SF)	-	3,079	-	-	
PROTECTED (SF)	-	3,079	-	-	
% REQUIRED PROTECTION	-	60%	-	-	
% PROTECTED	-	100%	-	-	
SF REQUIRED PROTECTION	-	1,847	-	-	
PROTECTED ABOVE REQUIREMENT(SF)	-	1,232	-	-	
POINTS PER 50 SF OF EXCESS STEEP SLOPE PRESERVED	0	25	0	0	
POINTS FROM EXCESS PRESERVED SLOPE AREAS=					**25**
POST-DEVELOPMENT TREES					
TYPE	PINE	PINE	PINE	PINE	PINE
DIAMETER (IN)	6-8	9-12	13-17	18-24	>25
NUMBER PRESERVED	14	69	53	10	0
POINTS	1	2	4	8	20
SUM OF POINTS	14	138	212	80	0
PRESERVED TREE POINTS=					444
EXCESS PRESERVED SLOPE AREA POINTS=					25
TREE POINTS WITHIN SLOPE AREA=					8
TOTAL TREE POINTS=					476
REQUIRED PRESERVATION RATE=					30.0%
TREE ONLY PRESERVATION RATE=					**34.7%**
PRESERVATION RATE (WITH EXCESS PRESERVED SLOPE AREA)=					**37.2%**

NOTE:
1. PER CITY OF FLAGSTAFF ZONING CODE SECTION 10-50.90.060, COMMERCIAL ZONES PRESERVATION RATE IS 30%.

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NORTH
SCALE 1" : 50'
0 25 50

C.O.F. #PZ-24-00162-01

NO.	DATE	BY	REVISION

Toll Brothers
APARTMENT LIVING

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING OR RECORDING

MILLTOWN MIXED USE

NATURAL RESOURCE PROTECTION PLAN AND PRELIMINARY SITE ANALYSIS

FLAGSTAFF

COCONINO COUNTY

JOB NO.:	224236	DESIGN BY:	JJR
DRAWN BY:	ELK	CHECKED:	GEC
DATE:	NOVEMBER 2024		

DWG. SP05
SHEET 5 OF 7

FILE: N:\2024\224236\DRAWINGS\SITE PLANS\SITE PLAN\224236-RESOURCE PROTECTION PLAN.DWG JROBINSON
PLOTTED: Sep 17, 2025-3:10pm

DRIVEWAY CLEAR VIEW ZONE CALCULATIONS

ID #	MAJOR STREET	MANEUVER DIRECTION	DESIGN SPEED (V_{MAJOR})[1]	TIME GAP $t_{g\,(unadjusted)}$[2]	Grade ≤ 3%	MULTIPLE LANE CROSSINGS	NO. OF LANES[4]	TIME GAP $t_{g(adjusted)}$[2]	INTERSECTION SIGHT DISTANCE (ISD[3])	STOPPING SIGHT DISTANCE (SSD)
D2	Beulah Boulevard	Left	30	7.5	Yes	Yes	2	8.0	355	200
D3	Beulah Boulevard	Right	30	6.5	Yes	No	1	6.5	290	200
D4	Beulah Boulevard	Left	30	7.5	Yes	Yes	5	9.5	420	200
D5	Yale Street	Left	25	7.5	Yes	Yes	3	8.5	315	155
D6	Yale Street	Right	25	6.5	Yes	No	1	6.5	240	155
D7	University Avenue	Right	35	6.5	Yes	No	1	6.5	335	250
D9	University Avenue	Right	35	6.5	Yes	No	1	6.5	335	250
D10	University Avenue	Right	35	6.5	Yes	No	1	6.5	335	250
D11	University Avenue	Right	35	6.5	Yes	No	1	6.5	335	250
D12	University Avenue	Left	35	7.5	Yes	Yes	4	9.0	465	250
D14	Milton Road	Right	35	6.5	Yes	No	1	6.5	335	250
D15	Milton Road	Left	35	7.5	Yes	Yes	4	9.0	465	250

Notes:

(1) The major road speed limits (V_{MAJOR} in MPH) are based on existing conditions in the project vicinity.

(2) The time gap values, adjusted ($t_{g\,(adjusted)}$ in seconds) and unadjusted ($t_{g\,(unadjusted)}$ in seconds), are based on the current site plan and the *AASHTO-Geometric Design of Highways and Streets* Exhibits 9-54 and 9-57. The first lane crossed does not warrant an adjustment to the time gap.

(3) The intersection site distance (ISD in feet) calculations are based on Equation 9-1 in the *AASHTO-Geometric Design of Highways and Streets*.
Equation 9-1: $ISD=1.47*V_{MAJOR}*t_g$

(4) The number of lanes crossed may include medians converted to equivalent lanes. The number of lanes provided in the table includes the first lane crossed.

MAJOR ROAD CLEAR VIEW ZONE CALCULATIONS

ID #	MAJOR STREET	MANEUVER DIRECTION	DESIGN SPEED (V_{MAJOR})[1]	TIME GAP $t_{g\,(unadjusted)}$[2]	Grade ≤ 3%	MULTIPLE LANE CROSSINGS	NO. OF LANES[4]	TIME GAP $t_{g(adjusted)}$[2]	INTERSECTION SIGHT DISTANCE (ISD[3])	STOPPING SIGHT DISTANCE (SSD)
M1	Beulah Boulevard	Left	30	5.5	Yes	Yes	3	6.5	290	200
M2	Yale Street	Left	25	5.5	Yes	Yes	3	6.5	240	155
M3	University Avenue	Left	35	5.5	Yes	Yes	3	6.5	335	250

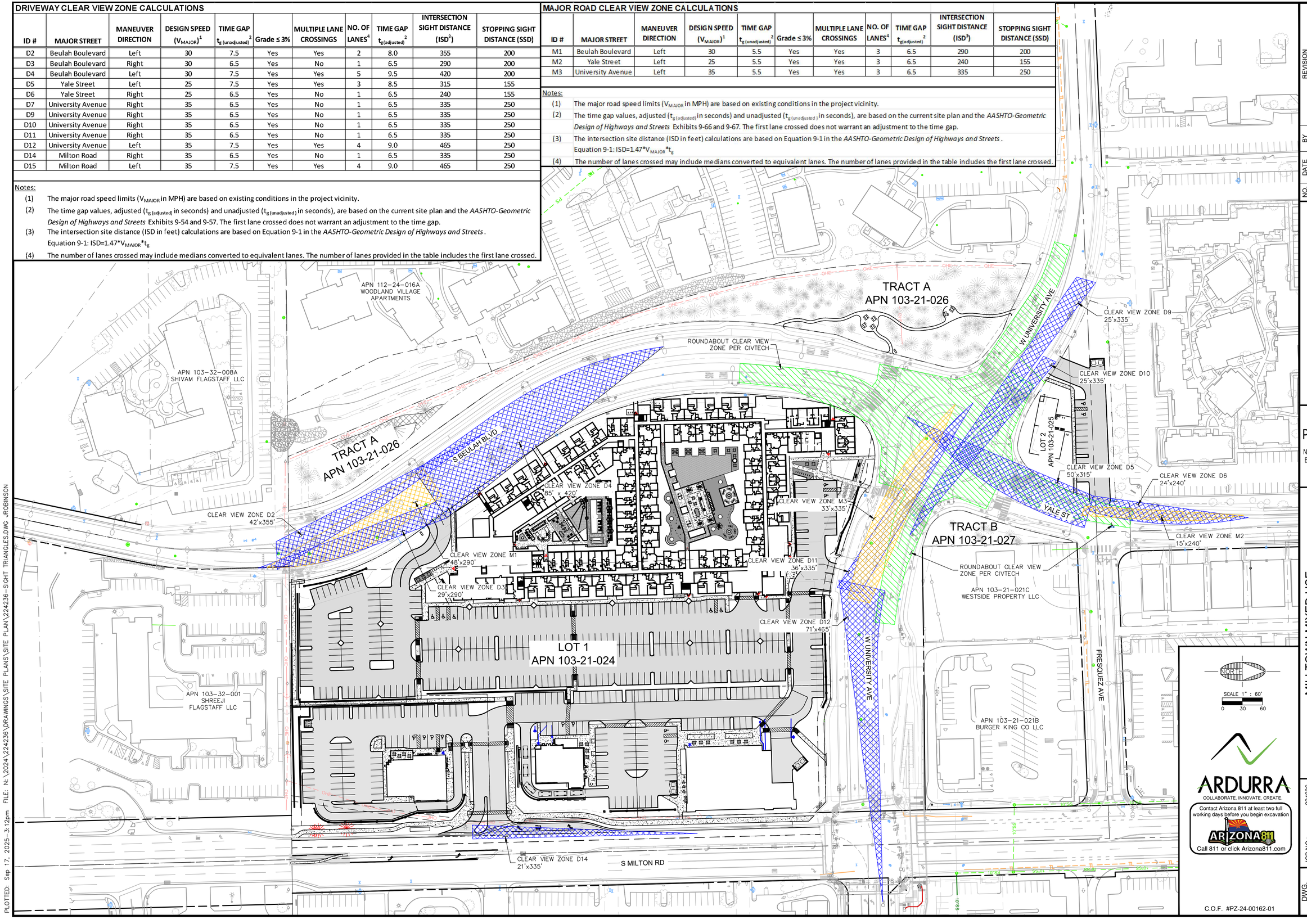
Notes:

(1) The major road speed limits (V_{MAJOR} in MPH) are based on existing conditions in the project vicinity.

(2) The time gap values, adjusted ($t_{g\,(adjusted)}$ in seconds) and unadjusted ($t_{g\,(unadjusted)}$ in seconds), are based on the current site plan and the *AASHTO-Geometric Design of Highways and Streets* Exhibits 9-66 and 9-67. The first lane crossed does not warrant an adjustment to the time gap.

(3) The intersection site distance (ISD in feet) calculations are based on Equation 9-1 in the *AASHTO-Geometric Design of Highways and Streets*.
Equation 9-1: $ISD=1.47*V_{MAJOR}*t_g$

(4) The number of lanes crossed may include medians converted to equivalent lanes. The number of lanes provided in the table includes the first lane crossed.



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NO.	DATE	BY	REVISION

Toll Brothers
APARTMENT LIVING

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING OR RECORDING

MILLTOWN MIXED USE

SIGHT TRIANGLES

FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025

DWG. SP06
SHEET 6 OF 7

PLOTTED: Sep 17, 2025 – 3:12pm FILE: N:\2024\224236\DRAWINGS\SITE PLANS\SITE PLAN\224236-SIGHT TRIANGLES.DWG JROBINSON

NORTH

SCALE 1" : 40'
0 20 40

APN 112-24-016A
WOODLAND VILLAGE
APARTMENTS

TRACT A
APN 103-21-026
VP CINEMA LLC

ACCESS 'D' 95TH PERCENTILE
QUEUE: < 1 VEHICLE

ACCESS 'B' SB LEFT
159' STORAGE PROVIDED
(< 25' REQUIRED, 100' RECOMMENDED)

S BEULAH BLVD

TRACT A
APN 103-21-026
VP CINEMA LLC

CIVIC SPACE
592 S.F.

LOT 2
APN 103-21-025
VP CINEMA LLC

CIVIC SPACE
4,169 S.F.

76 LF

80 LF

YALE ST

TRACT B
APN 103-21-027
VP CINEMA LLC

ACCESS 'B' 95TH PERCENTILE
QUEUE: < 1 VEHICLE

CIVIC SPACE
2,501 S.F.

84 LF

78 LF

ACCESS 'E' 95TH PERCENTILE
QUEUE: < 1 VEHICLE

APN 103-21-021C
WESTSIDE PROPERTY LLC

ACCESS 'E' WB LEFT
169' STORAGE PROVIDED
(< 25' REQUIRED, 75' RECOMMENDED)

APN 103-32-001
SHREEJI FLAGSTAFF LLC

SUBJECT PARCEL
APN 103-21-024

BIKE + PED ACCESS BETWEEN USES
(SEE LANDSCAPE PLAN
FOR INTERNAL ROUTES)

W UNIVERSITY AVE

APN 103-21-021B
BURGER KING CO LLC

20' 60' R28' R28' 70' 20'

CIVIC SPACE
1,831 S.F.

CIVIC SPACE
2,229 S.F.

CIVIC SPACE
4,079 S.F.

ACCESS 'A' 95TH
PERCENTILE QUEUE:1 VEHICLE

4.2kSF QSR#1

2.0kSF QSR#2

13.3kSF SUPERMARKET

100' QUEUE LENGTH
(75' REQUIRED,
170' RECOMMENDED)

S MILTON RD

LEGEND

- ADA ROUTE
- DEPARTING VEHICLE MOVEMENT
- ENTERING VEHICLE MOVEMENT
- CIVIC SPACE AREA
- FIRE TRUCK TURNAROUND

RESIDENTIAL CIVIC SPACE	6,670 SF
COMMERCIAL CIVIC SPACE	8,731 SF
COMBINED CIVIC SPACE	15,401 SF

SEE LANDSCAPE PLAN
FOR CIVIC AREA
CALCULATIONS

C.O.F. #PZ-24-00162-01

NO.	DATE	BY	REVISION

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MILLTOWN MIXED USE

CIRCULATION PLAN

FLAGSTAFF

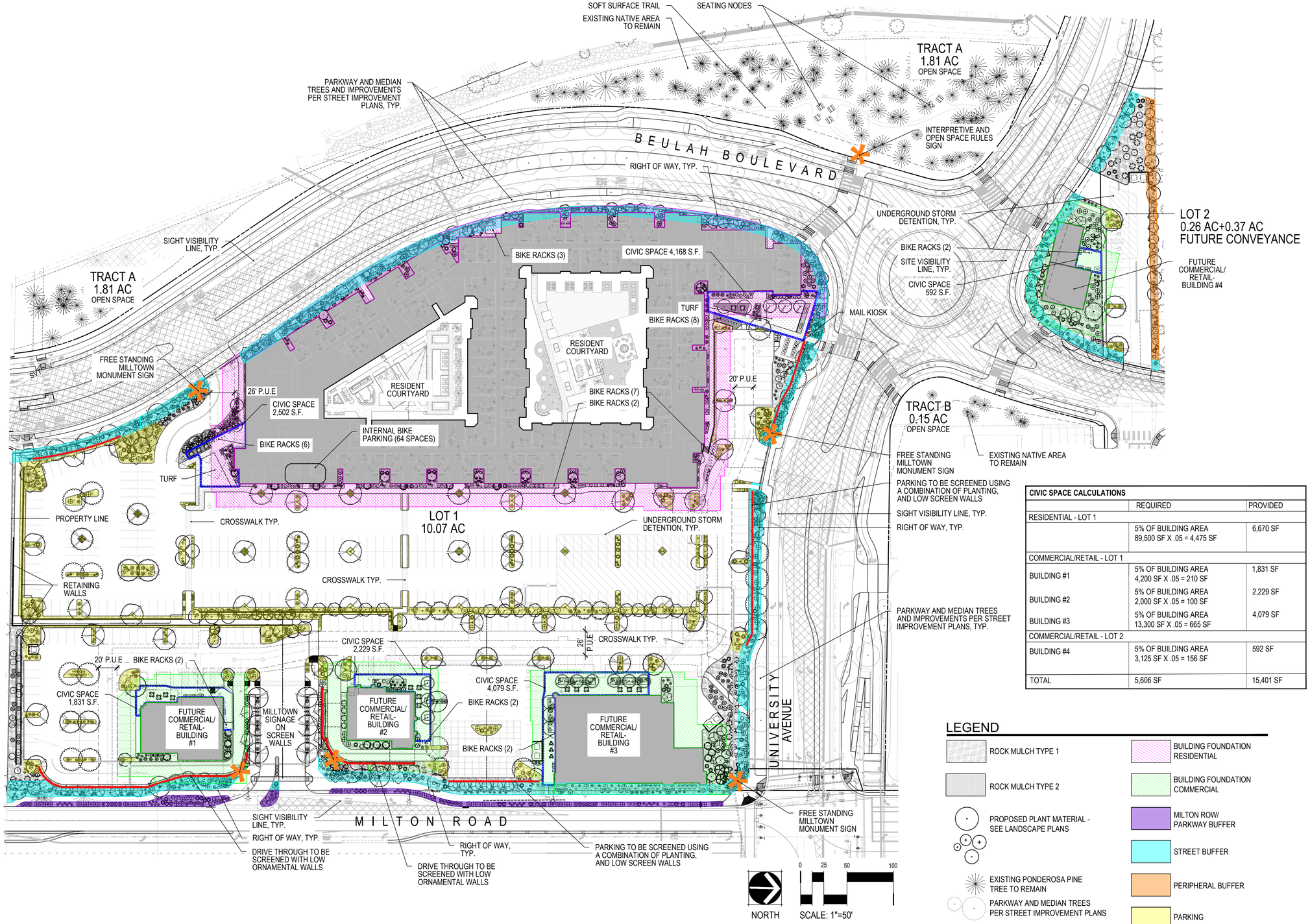
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DESIGN BY:	JJR
DRAWN BY:	ELK
CHECKED:	GEC
DATE:	SEPTEMBER 2025
DWG.	SP07
SHEET	7
OF	7

PLOTTED: Sep 17, 2025—3:13pm FILE: N:\2024\224236\DRAWINGS\SITE PLANS\SITE PLAN\224236-CIRCULATION PLAN.DWG JROBINSON



CIVIC SPACE CALCULATIONS		
	REQUIRED	PROVIDED
RESIDENTIAL - LOT 1		
	5% OF BUILDING AREA 89,500 SF X .05 = 4,475 SF	6,670 SF
COMMERCIAL/RETAIL - LOT 1		
BUILDING #1	5% OF BUILDING AREA 4,200 SF X .05 = 210 SF	1,831 SF
BUILDING #2	5% OF BUILDING AREA 2,000 SF X .05 = 100 SF	2,229 SF
BUILDING #3	5% OF BUILDING AREA 13,300 SF X .05 = 665 SF	4,079 SF
COMMERCIAL/RETAIL - LOT 2		
BUILDING #4	5% OF BUILDING AREA 3,125 SF X .05 = 156 SF	592 SF
TOTAL	5,606 SF	15,401 SF

LEGEND

- ROCK MULCH TYPE 1
- ROCK MULCH TYPE 2
- PROPOSED PLANT MATERIAL - SEE LANDSCAPE PLANS
- EXISTING PONDEROSA PINE TREE TO REMAIN
- PARKWAY AND MEDIAN TREES PER STREET IMPROVEMENT PLANS
- PARKING LOT SCREENING - SEE DETAIL 1 SHEET L-6
- MOUNUMENT SIGN
- BUILDING FOUNDATION RESIDENTIAL
- BUILDING FOUNDATION COMMERCIAL
- MILTON ROW/ PARKWAY BUFFER
- STREET BUFFER
- PERIPHERAL BUFFER
- PARKING
- CIVIC SPACE

NOTE: SEE SHEET L-2 FOR LANDSCAPE CALCULATIONS

C.O.F. #PZ-24-00162-01

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NO.	DATE	BY	REVISION

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REGISTERED LANDSCAPE ARCHITECT
66029
GREGORY J. ROWAN
Date Signed
ARIZONA, USA
EXPIRES 03/31/27

MILLTOWN
OVERALL LANDSCAPE SITE PLAN
FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	AH, MC
DRAWN BY:	AH, MC
CHECKED:	GR
DATE:	SEPTEMBER 2025

DWG. L-1
SHEET 1 OF 7

SITE LANDSCAPE CALCULATIONS

LOT 1 - MIXED USE	10.19 ACRES			
		REQUIRED	MINIMUM SIZE REQUIRED	PROVIDED
STREET BUFFER				
TOTAL L.F. 2,108	TREES SHRUBS GROUNDCOVER EXISTING TREE CREDITS*	1 PER 25 LINEAR FEET = 85 2 PER TREE = 170 2 PER TREE = 170	15 GALLON 5 GALLON 1 GALLON	85 183 267 0
PERIPHERAL BUFFER				
TOTAL L.F. N/A (SAME ZONING)	TREES SHRUBS GROUNDCOVERS	1 PER 25 LINEAR FEET = N/A 2 PER TREE = N/A 2 PER TREE = N/A	15 GALLON 5 GALLON 1 GALLON	N/A N/A N/A
PARKING AREA				
TOTAL PARKING SPACES 501	TREES SHRUBS GROUNDCOVERS AREA	2 EVERY 8 PARKING SPACES = 125 2 PER TREE = 251 2 PER TREE = 251 30 S.F. PER SPACE: 15,030 S.F.	15 GALLON 5 GALLON 1 GALLON	125 260 264 20,167 S.F.
PARKING LOT SCREENING				
TOTAL PARKING SPACES ADJACENT TO ROADWAYS 40	SHRUBS AND/OR SCREEN WALL	80% VISUAL SCREENING MIN. HEIGHT = 3 FEET)	N/A	3' FOOT TO 3.5' SCREEN WALLS PROVIDED
BUILDING FOUNDATION - RESIDENTIAL				
TOTAL L.F. 1,667	TREES SHRUBS GROUNDCOVERS	1 PER 25 LINEAR FEET = 67 2 PER TREE = 134 2 PER TREE = 134	15 GALLON 5 GALLON 1 GALLON	72 252 218
BUILDING FOUNDATION - COMMERCIAL/RETAIL				
TOTAL L.F. 1,097	TREES SHRUBS GROUNDCOVERS	1 PER 25 LINEAR FEET = 44 2 PER TREE = 88 2 PER TREE = 88	15 GALLON 5 GALLON 1 GALLON	44 93 115

LOT 2 - RETAIL	0.62 ACRES			
		REQUIRED	MINIMUM SIZE REQUIRED	PROVIDED
STREET BUFFER				
TOTAL L.F. 350	TREES SHRUBS GROUNDCOVER EXISTING TREES*	1 PER 25 LINEAR FEET = 14 2 PER TREE = 28 2 PER TREE = 28	15 GALLON 5 GALLON 1 GALLON	14 28 28 0
PERIPHERAL BUFFER				
TOTAL L.F. 282	TREES SHRUBS GROUNDCOVERS	1 PER 25 LINEAR FEET = 12 2 PER TREE = 24 2 PER TREE = 24	15 GALLON 5 GALLON 1 GALLON	12 24 24
PARKING AREA				
TOTAL PARKING SPACES 12	TREES SHRUBS GROUNDCOVERS AREA	2 EVERY 8 PARKING SPACE = 3 2 PER TREE = 6 2 PER TREE = 6 30 S.F. PER SPACE: 360 S.F.	15 GALLON 5 GALLON 1 GALLON	3 8 7 515 S.F.
BUILDING FOUNDATION				
TOTAL L.F. 267	TREES SHRUBS GROUNDCOVERS	1 PER 25 LINEAR FEET = 11 2 PER TREE = 22 2 PER TREE = 22	15 GALLON 5 GALLON 1 GALLON	11 33 25

* EACH EXISTING TREE THAT IS A MINIMUM OF SIX INCHES IN DIAMETER AT BREAST HEIGHT (DBH) OR 10 FEET IN HEIGHT OR LARGER MAY SUBSTITUTE FOR THE REQUIREMENT OF LANDSCAPE TREES, SEE CHART BELOW.
FOR EACH EXISTING TREE RETAINED IN A LANDSCAPE AREA, THE REQUIREMENT FOR SHRUBS AND GROUNDCOVERS ASSOCIATED WITH THAT TREE WILL BE WAIVED.
(CITY OF FLAGSTAFF LANDSCAPING STANDARDS SECTION 10-50.60.050)

SITE LANDSCAPE CALCULATIONS DIAGRAM



LEGEND

- BUILDING FOUNDATION RESIDENTIAL
- BUILDING FOUNDATION COMMERCIAL
- ROCK MULCH TYPE 1
- PROPOSED PLANT MATERIAL - SEE LANDSCAPE PLANS
- STREET BUFFER
- PERIPHERAL BUFFER
- ROCK MULCH TYPE 2
- MOUNUMENT SIGN
- PARKING
- MILTON R.O.W / PARKWAY
- PARKING LOT SCREENING - SEE DETAIL 1 SHEET L-6
- CIVIC SPACE

NORTH

0 50 100 200

SCALE: 1"=100'

QUANTITATIVE LANDSCAPE DESIGN PARAMETERS - R.O.W.

MILTON ROAD R.O.W.				
		REQUIRED	MINIMUM SIZE REQUIRED	PROVIDED
SOUTH OF VEHICULAR ENTRY				
TOTAL L.F. 252	TREES SHRUBS / GROUNDCOVER EXISTING TREE CREDITS	1 PER 45 LINEAR FEET = 6* 75% COVERAGE AT MATURITY	15 GALLON 5 GALLON 1 GALLON	0* 76% ESTIMATED COVERAGE AT MATURITY 0
NORTH OF VEHICULAR ENTRY				
TOTAL L.F. 460	TREES SHRUBS / GROUNDCOVER EXISTING TREE CREDITS	1 PER 45 LINEAR FEET = 11* 75% COVERAGE AT MATURITY	15 GALLON 5 GALLON 1 GALLON	0* 77% ESTIMATED COVERAGE AT MATURITY 0

NOTE: BEULAH AND UNIVERSITY LANDSCAPE IN THE R.O.W. IS NOT A PART OF THIS PROJECT. SEE BEULAH & UNIVERSITY IMPROVEMENT PLANS (PROJECT: PZ-21-00285)

*TREES MAY NOT BE PLANTED IN PARKWAY DUE TO EXISTING WATER LINES

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REGISTERED LANDSCAPE ARCHITECT 66029 GREGORY J. ROWAN Date Signed ARIZONA, USA EXPIRES 03/31/27

MILLTOWN
LANDSCAPE CALCULATIONS
FLAGSTAFF
COCONINO

JOB NO.: 22436
DESIGN BY: AH, MC
DRAWN BY: AH, MC
CHECKED: GR
DATE: SEPTEMBER 2025

DWG: L-2
SHEET 2 OF 7

OVERALL PLANT SCHEDULE

PLANT SCHEDULE OVERALL

SYMBOL	BOTANICAL / COMMON NAME	SIZE	EST`D MAT. SIZE	NATIVE	WATER USE	SPACING	QTY
DECIDUOUS CANOPY							
	Acer x freemanii Freeman Maple	2" CAL, B&B	45` H x 30` W	NATURALIZED	MODERATE	AS SHOWN	27
	Celtis occidentalis Common Hackberry	2" CAL, B&B	45` H x 30` W	NATURALIZED	LOW	AS SHOWN	21
	Gleditsia triacanthos inermis `Skyline` TM Skyline Thornless Honey Locust	2" CAL, B&B	45` H x 35` W	NATURALIZED	LOW	AS SHOWN	36
	Quercus macrocarpa Burr Oak	2" CAL, B&B	45'W X 30'W	NATURALIZED	MODERATE	AS SHOWN	15
	Robinia x ambigua `Purple Robe` Pink Flowering Locust	2" CAL, B&B	40` H X 25` W	NATURALIZED	LOW	AS SHOWN	8
DECIDUOUS ORNAMENTAL							
	Malus x 'Lollizam' Lollipop® Crabapple	2" CAL, B&B	12'H X 8'W	NATURALIZED	MODERATE	AS SHOWN	13
	Malus x 'Spring Snow' Spring Snow Crabapple	2" CAL, B&B	20` H X 15` W	NATURALIZED	MODERATE	AS SHOWN	13
	Malus x 'Thunderchild' Thunderchild Crabapple	2" CAL, B&B	20` H X 15` W	NATURALIZED	MODERATE	AS SHOWN	23
	Populus tremuloides Quaking Aspen	6` HT 15 GAL. MIN.	30` H X 20` W	NATIVE	MODERATE	AS SHOWN	32
	Prunus cerasifera `Krauter Vesuvius` Purple Leaf Plum	2" CAL, B&B	15'H X 15'W	NATURALIZED	HIGH	AS SHOWN	16
	Pyrus calleryana `Chanticleer` Capital Callery Pear	2" CAL, B&B	30` H X 15` W	NATURALIZED	MODERATE	AS SHOWN	39
EVERGREEN TREES							
	Juniperus chinensis `Blue Point` Blue Point Juniper	6` HT, B&B	12'H X 8'W	NATURALIZED	LOW	AS SHOWN	25
	Picea pungens 'Baby Blue Eyes' Baby Blue Eyes Colorado Blue Spruce	6` HT, B&B	30` H X 15` W	NATURALIZED	MODERATE	AS SHOWN	9
	Pinus edulis Pinon Pine	6` HT, B&B	30'H X 15'W	NATIVE	LOW	AS SHOWN	32
	Pinus ponderosa Ponderosa Pine	6` HT, B&B	70` H X 35` W	NATIVE	LOW	AS SHOWN	5
DECIDUOUS SHRUBS - LARGE 7`-9`							
	Cornus stolonifera Dogwood	5 gal	8` H X 8` W	NATURALIZED	HIGH	AS SHOWN	16
	Fallugia paradoxa Apache Plume	5 gal	6` H X 8` W	NATIVE	LOW	AS SHOWN	52
	Forestiera neomexicana New Mexico Privet	5 gal	10` H X 10` W	NATIVE	LOW	AS SHOWN	3
	Ribes aureum Golden Currant	5 gal	7'H X 7'W	NATIVE	LOW	AS SHOWN	31
DECIDUOUS SHRUBS - MEDIUM 5`-7`							
	Aronia melanocarpa Black Chokeberry	5 gal	5` H X 5` W	NATIVE	LOW	AS SHOWN	50
	Physocarpus opulifolius Ninebark	5 gal	6` H X 5` W	NATURALIZED	MODERATE	AS SHOWN	49
	Syringa pubescens patula 'Miss Kim' Miss Kim Korean Lilac	5 gal	6` H X 5` W	NATURALIZED	MODERATE	AS SHOWN	24
DECIDUOUS SHRUBS - SMALL 2`-5`							
	Cotoneaster apiculatus Cranberry Cotoneaster	5 gal	2.5'H X 4.5'W	NATURALIZED	MODERATE	AS SHOWN	71
	Perovskia atriplicifolia Russian Sage	5 gal	3` H X 4` W	NATURALIZED	MODERATE	AS SHOWN	139
	Potentilla fruticosa `Gold Drop` Gold Drop Potentilla	5 gal	3` H X 4` W	NATIVE	MODERATE	AS SHOWN	194
	Rosa woodsii Woods` Rose	5 gal	3` H X 4` W	NATIVE	LOW	AS SHOWN	29
	Symphoricarpos occidentalis Western Snowberry	5 gal	3` H X 5` W	NATIVE	MODERATE	AS SHOWN	48
EVERGREEN SHRUBS							
	Arctostaphylos x coloradoensis `Panchito` Panchito Manzanita	5 gal	1.5` H X 4` W	NATURALIZED	LOW	AS SHOWN	183
	Mahonia aquifolium 'Compacta' Compact Oregon Grape	5 gal	3'H X 4'W	NATURALIZED	MODERATE	AS SHOWN	78
	Picea pungens `Montgomery` Montgomery Blue Spruce	5 gal	7` W X 6" W	NATURALIZED	MODERATE	AS SHOWN	21
ORNAMENTAL GRASSES							
	Bouteloua gracilis `Blonde Ambition` Blonde Ambition Blue Grama	1 gal	2.5` H X 2.5` W	NATIVE	LOW	AS SHOWN	144
	Calamagrostis x acutiflora `Karl Foerster` Feather Reed Grass	1 gal	4` H X 3` W	NATURALIZED	MODERATE	AS SHOWN	246
	Muhlenbergia rigens Deer Grass	1 gal	4` H X 4` W	NATIVE	MODERATE	AS SHOWN	114
PERENNIALS & GROUNDCOVERS							
	Cerastium tomentosum Snow In Summer	1 gal	6" H X 18" W	NATURALIZED	MODERATE	AS SHOWN	79
	Echinacea purpurea Purple Coneflower	1 gal	18" H X 18" W	NATURALIZED	MODERATE	AS SHOWN	42
	Hemerocallis x 'Stella de Oro' Stella de Oro Daylily	1 gal	16" H X 16" W	NATURALIZED	MODERATE	AS SHOWN	56
	Juniperus horizontalis `Blue Chip` Blue Chip Juniper	5 gal	1` H X 6` W	NATURALIZED	LOW	AS SHOWN	101
	Juniperus sabina Buffalo Juniper	5 gal	1` H X 6` W	NATURALIZED	LOW	AS SHOWN	33
	Nepeta racemosa `Walker`s Low` Catmint	1 gal	24" H X 24" W	NATURALIZED	MODERATE	AS SHOWN	77
	Prunus besseyi `Pawnee Buttes` Pawnee Buttes Sandcherry	5 gal	2` H X 6` W	NATIVE	MODERATE	AS SHOWN	26
	Rhus trilobata `Autumn Amber` Autumn Amber Sumac	5 gal	2` H X 6` W	NATURALIZED	LOW	AS SHOWN	117

C.O.F. #PZ-24-00162-01

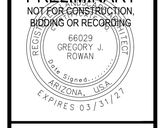
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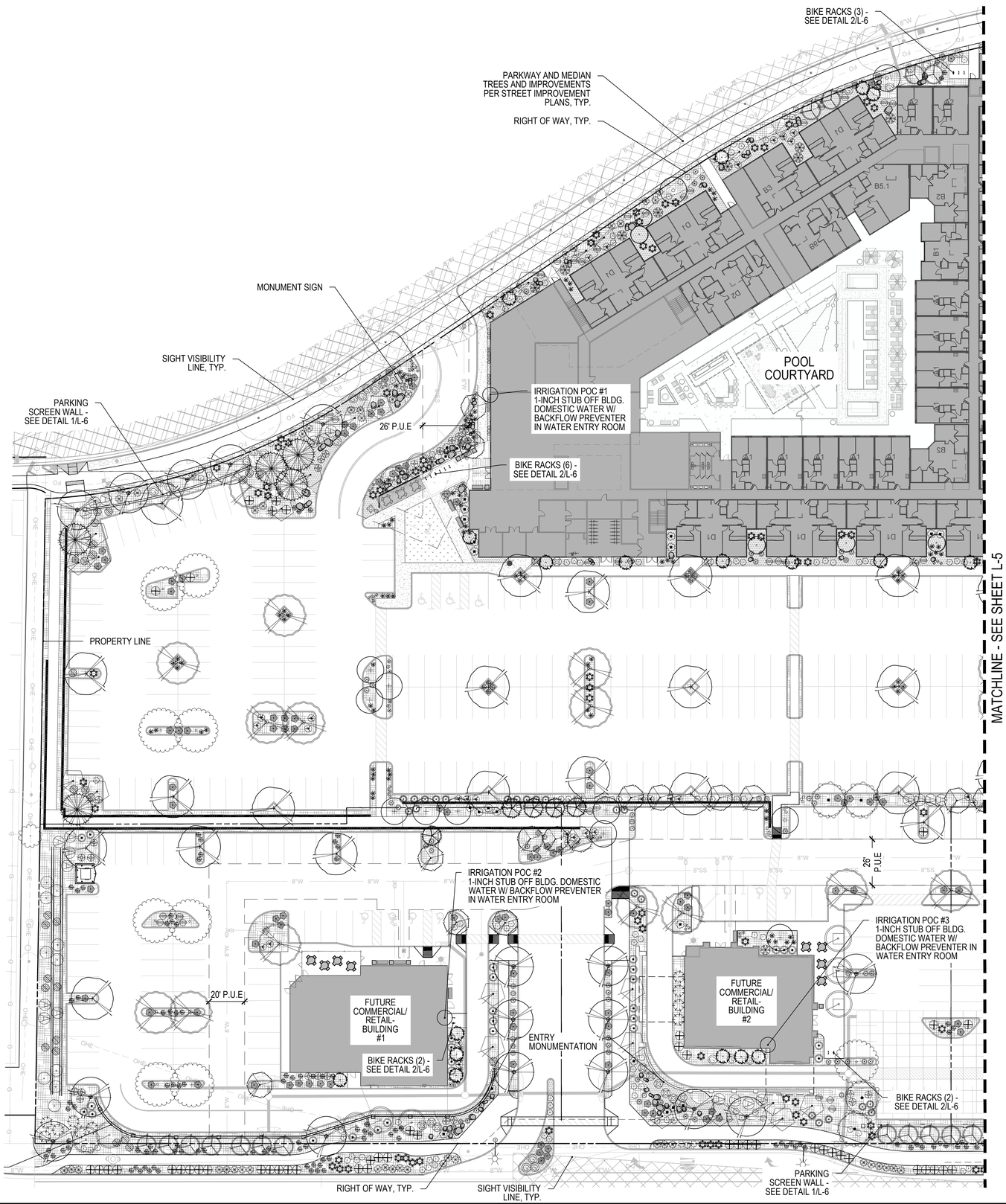
LANDSCAPE PLANT SCHEDULE

FLAGSTAFF
COCONINO

JOB NO.:	DESIGN BY:	DRAWN BY:	CHECKED:	DATE:
224236	AH, MC	AH, MC	GR	SEPTEMBER 2025

DWG. L-3

SHEET 3 OF 7



PLANT SCHEDULE (ABBREVIATED)

SYMBOL	BOTANICAL / COMMON NAME	QTY
DECIDUOUS CANOPY		
	Acer x freemanii Freeman Maple	27
	Celtis occidentalis Common Hackberry	21
	Gleditsia triacanthos inermis `Skyline` TM Skyline Thornless Honey Locust	36
	Quercus macrocarpa Burr Oak	15
	Robinia x ambigua `Purple Robe` Pink Flowering Locust	8
DECIDUOUS ORNAMENTAL		
	Malus x 'Lollizam' Lollipop® Crabapple	13
	Malus x 'Spring Snow' Spring Snow Crabapple	13
	Malus x 'Thunderchild' Thunderchild Crabapple	23
	Populus tremuloides Quaking Aspen	32
	Prunus cerasifera `Krauter Vesuvius` Purple Leaf Plum	16
	Pyrus calleryana `Chanticleer` Capital Callery Pear	39
EVERGREEN TREES		
	Juniperus chinensis `Blue Point` Blue Point Juniper	25
	Picea pungens 'Baby Blue Eyes' Baby Blue Eyes Colorado Blue Spruce	9
	Pinus edulis Pinon Pine	32
	Pinus ponderosa Ponderosa Pine	5
DECIDUOUS SHRUBS - LARGE 7`-9`		
	Cornus stolonifera Dogwood	16
	Fallugia paradoxa Apache Plume	52
	Forestiera neomexicana New Mexico Privet	3
	Ribes aureum Golden Currant	31
DECIDUOUS SHRUBS - MEDIUM 5`-7`		
	Aronia melanocarpa Black Chokeberry	50
	Physocarpus opulifolius Ninebark	49
	Syringa pubescens patula 'Miss Kim' Miss Kim Korean Lilac	24
DECIDUOUS SHRUBS - SMALL 2`-5`		
	Cotoneaster apiculatus Cranberry Cotoneaster	71
	Perovskia atriplicifolia Russian Sage	139
	Potentilla fruticosa `Gold Drop` Gold Drop Potentilla	194
	Rosa woodsii Woods` Rose	29
	Symphoricarpos occidentalis Western Snowberry	48
EVERGREEN SHRUBS		
	Arctostaphylos x coloradoensis `Panchito` Panchito Manzanita	183
	Mahonia aquifolium 'Compacta' Compact Oregon Grape	78
	Picea pungens `Montgomery` Montgomery Blue Spruce	21
ORNAMENTAL GRASSES		
	Bouteloua gracilis `Blonde Ambition` Blonde Ambition Blue Grama	144
	Calamagrostis x acutiflora `Karl Foerster` Feather Reed Grass	246
	Muhlenbergia rigens Deer Grass	114
PERENNIALS & GROUNDCOVERS		
	Cerastium tomentosum Snow In Summer	79
	Echinacea purpurea Purple Coneflower	42
	Hemerocallis x 'Stella de Oro' Stella de Oro Daylily	56
	Juniperus horizontalis `Blue Chip` Blue Chip Juniper	101
	Juniperus sabina Buffalo Juniper	33
	Nepeta racemosa `Walker`s Low` Catmint	77
	Prunus besseyi `Pawnee Buttes` Pawnee Buttes Sandcherry	26
	Rhus trilobata `Autumn Amber` Autumn Amber Sumac	117

LEGEND

- ROCK MULCH TYPE 1
  1/2" PALOMINO GOLD OR APPROVED EQUAL
  www.flagstafflandscapeproducts.com
- ROCK MULCH TYPE 2
  1"-2" PALOMINO GOLD OR APPROVED EQUAL
  www.flagstafflandscapeproducts.com
- DECOMPOSED GRANITE (STABILIZED)
  1/4" MINUS MADISON GOLD OR APPROVED EQUAL
  www.flagstafflandscapeproducts.com
- TURF SOD
- LANDSCAPE BOULDERS (COLLECTED FROM ON-SITE)
- BIKE RACKS - SEE DETAIL 2/L-6
- BENCH
- RAISED PLANTER BOX
- TABLES
- SCREEN WALL - SEE DETAIL 1/L-6
- EXISTING PONDEROSA PINE TO REMAIN

NORTH

SCALE: 1"=30'

0 30 60 120

C.O.F. #PZ-24-00162-01

NORRIS DESIGN
PEOPLE + PLACEMAKING
6 EAST ASPEN AVENUE
SUITE 260
FLAGSTAFF, AZ 86001
P 928.233.3021
NORRIS-DESIGN.COM

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

NO.	DATE	BY	REVISION

Toll Brothers APARTMENT LIVING

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING OR RECORDING

REGISTERED LANDSCAPE ARCHITECT 66029 GREGORY J. ROWAN Date Signed: ARIZONA, USA EXPIRES 03/31/27

MILLTOWN

LANDSCAPE PLAN

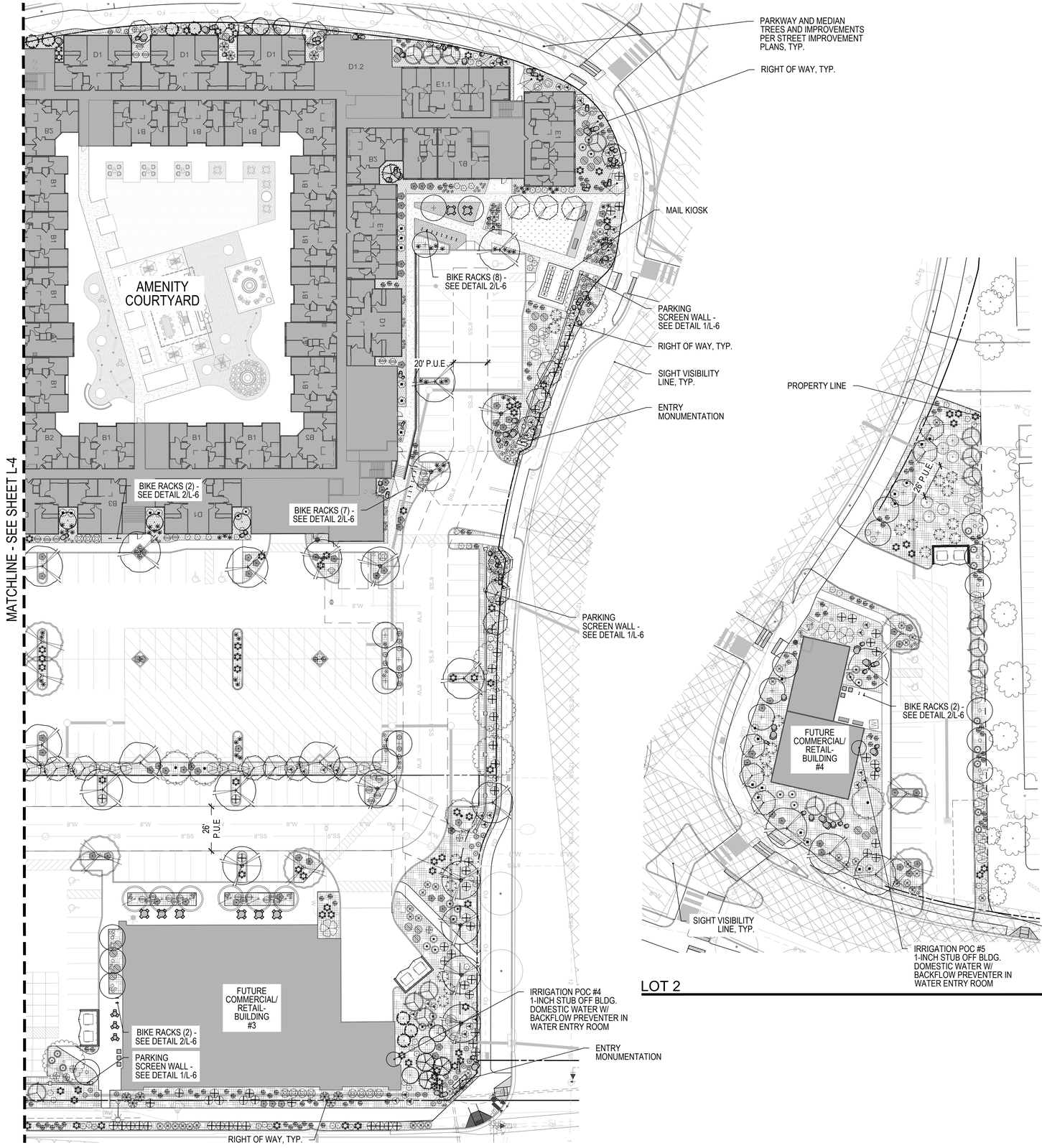
FLAGSTAFF

COCONINO

JOB NO.:	224236
DESIGN BY:	AH, MC
DRAWN BY:	AH, MC
CHECKED:	GR
DATE:	SEPTEMBER 2025

DWG. L-4

SHEET 4 OF 7



LOT 2

PLANT SCHEDULE (ABBREVIATED)

SYMBOL	BOTANICAL / COMMON NAME	QTY
DECIDUOUS CANOPY		
	Acer x freemanii Freeman Maple	27
	Celtis occidentalis Common Hackberry	21
	Gleditsia triacanthos inermis `Skyline` TM Skyline Thornless Honey Locust	36
	Quercus macrocarpa Burr Oak	15
	Robinia x ambigua `Purple Robe` Pink Flowering Locust	8
DECIDUOUS ORNAMENTAL		
	Malus x 'Lollizam' Lollipop® Crabapple	13
	Malus x 'Spring Snow' Spring Snow Crabapple	13
	Malus x 'Thunderchild' Thunderchild Crabapple	23
	Populus tremuloides Quaking Aspen	32
	Prunus cerasifera `Krauter Vesuvius` Purple Leaf Plum	16
	Pyrus calleryana `Chanticleer` Capital Callery Pear	39
EVERGREEN TREES		
	Juniperus chinensis `Blue Point` Blue Point Juniper	25
	Picea pungens 'Baby Blue Eyes' Baby Blue Eyes Colorado Blue Spruce	9
	Pinus edulis Pinon Pine	32
	Pinus ponderosa Ponderosa Pine	5
DECIDUOUS SHRUBS - LARGE 7`-9`		
	Cornus stolonifera Dogwood	16
	Fallugia paradoxa Apache Plume	52
	Forestiera neomexicana New Mexico Privet	3
	Ribes aureum Golden Currant	31
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LEGEND

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- TURF SOD
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- BIKE RACKS - SEE DETAIL 2/L-6
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- RAISED PLANTER BOX
- TABLES
- SCREEN WALL - SEE DETAIL 1/L-6
- EXISTING PONDEROSA PINE TO REMAIN

NORTH

0 30 60 120
SCALE: 1"=30'

C.O.F. #PZ-24-00162-01

NORRIS DESIGN
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P 928.233.3021
NORRIS-DESIGN.COM

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ARIZONA811
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PRELIMINARY
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REGISTERED LANDSCAPE ARCHITECT
66029
GREGORY J. ROWAN
Date Signed:
ARIZONA, USA
EXPIRES 03/31/27

MILLTOWN
LANDSCAPE PLAN
FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	AH, MC
DRAWN BY:	AH, MC
CHECKED:	GR
DATE:	SEPTEMBER 2025

DWG. L-5
SHEET 5 OF 7

BEULAH BOULEVARD

S. YALE STREET

INTERNAL BIKE ROOM

UNIVERSITY AVENUE

MILTON ROAD

PEDESTRIAN UNDERPASS

LEGEND

- INTERNAL PEDESTRIAN CIRCULATION
- INTERNAL PEDESTRIAN CIRCULATION
- EXTERNAL PEDESTRIAN CIRCULATION
- EXTERNAL PEDESTRIAN CIRCULATION
- FUTS TRAIL
- SOFT SURFACE TRAIL
- CIVIC SPACE AREA
- OPEN SPACE
- BIKE PARKING
- BUS STOP
- ENHANCED PLANTING AREA
- MONUMENT SIGN

NOTE: DASHED TRAILS AND WALKS ARE WALK YOUR BIKE ONLY. SOLID LINED TRAILS AND WALKS ARE RIDEABLE

NORTH

SCALE: 1"=50'

0 25 50 100

C.O.F. #PZ-24-00162-01

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6 EAST ASPEN AVENUE
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P 928.233.3021
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NO.	DATE	BY	REVISION

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APARTMENT LIVING

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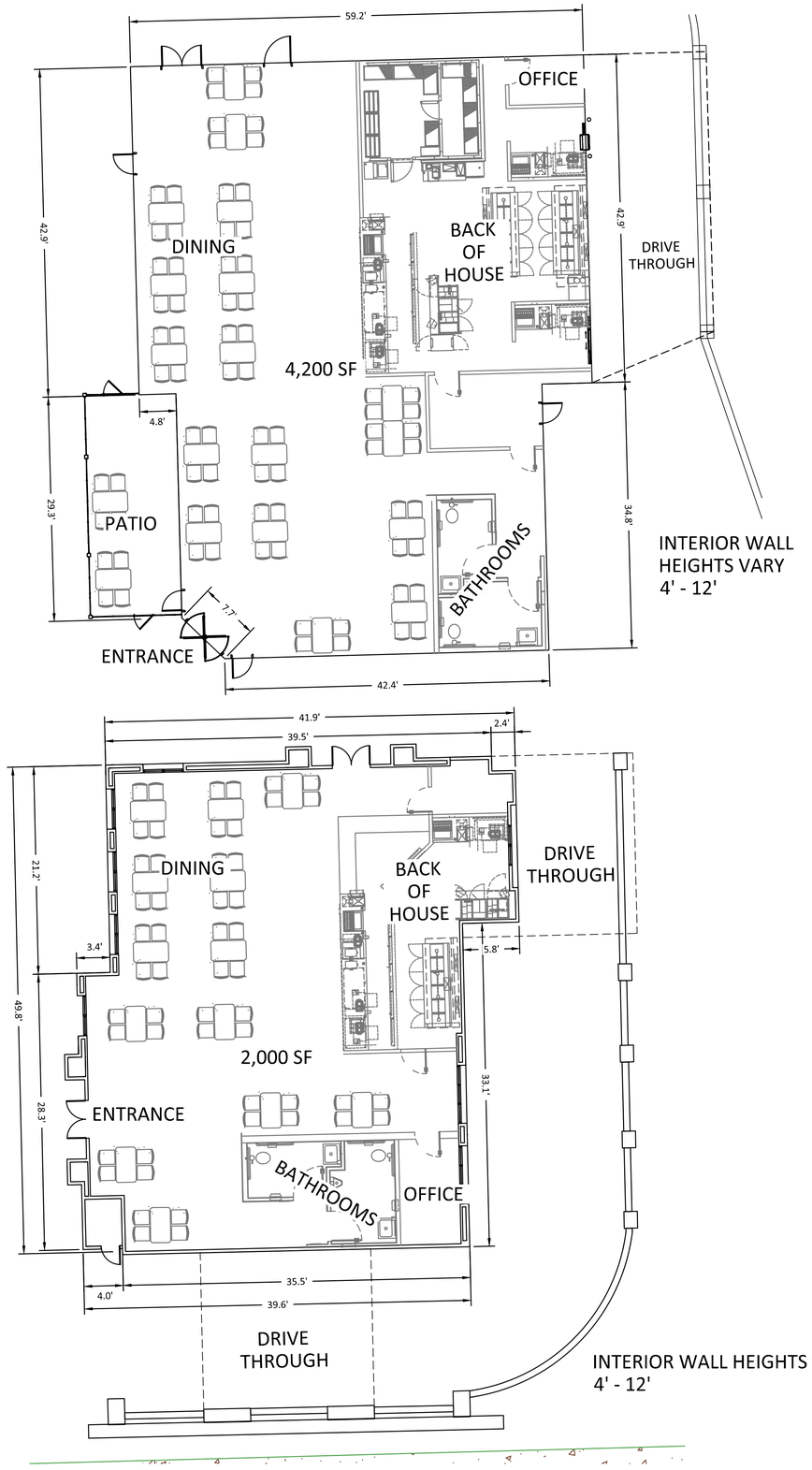
66029
GREGORY J. ROWAN
Date Signed
ARIZONA, USA
EXPIRES 03/31/27

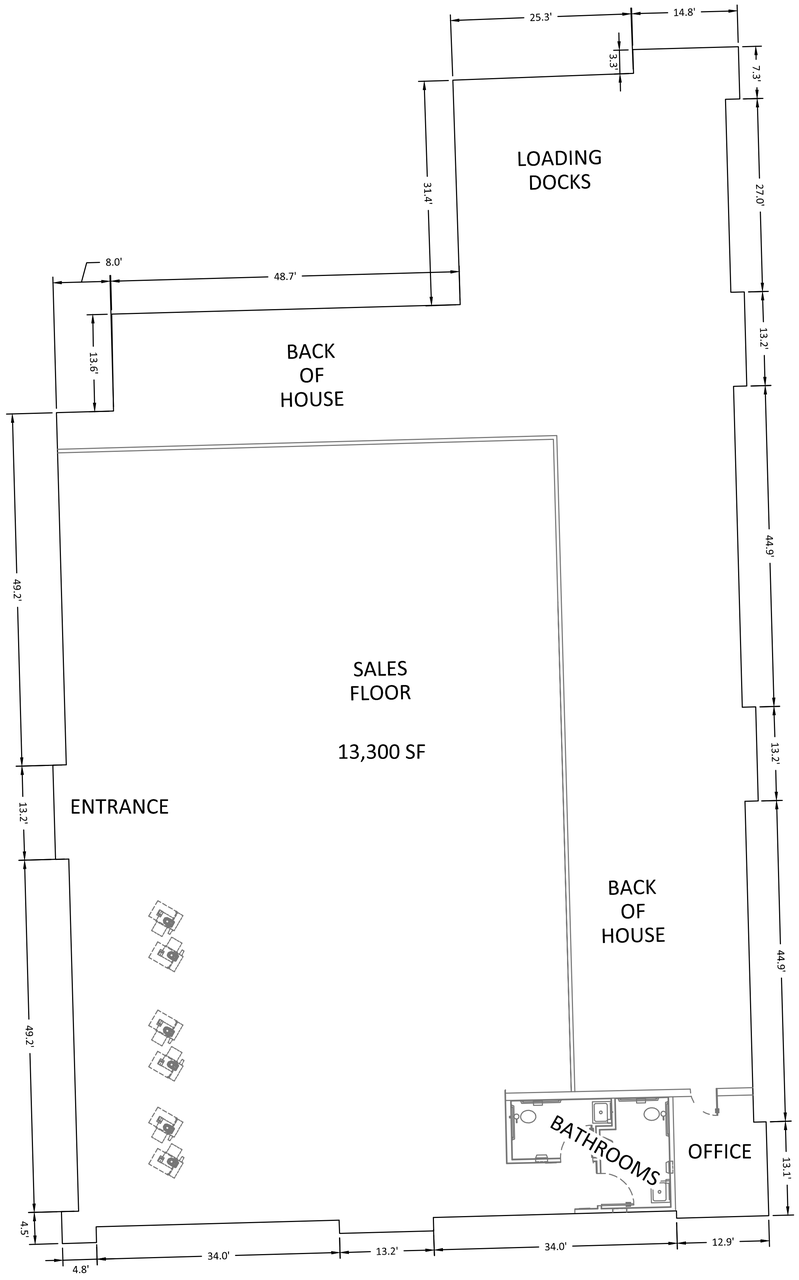
MILLTOWN
CIRCULATION PLAN
FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	AH, MC
DRAWN BY:	AH, MC
CHECKED:	GR
DATE:	SEPTEMBER 2025

DWG. L-7

SHEET 7 OF 7





ARDURRA
COLLABORATE. INNOVATE. CREATE.

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Toll Brothers
APARTMENT LIVING

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MILLTOWN COMMERCIAL

PRELIMINARY FLOOR LAYOUTS

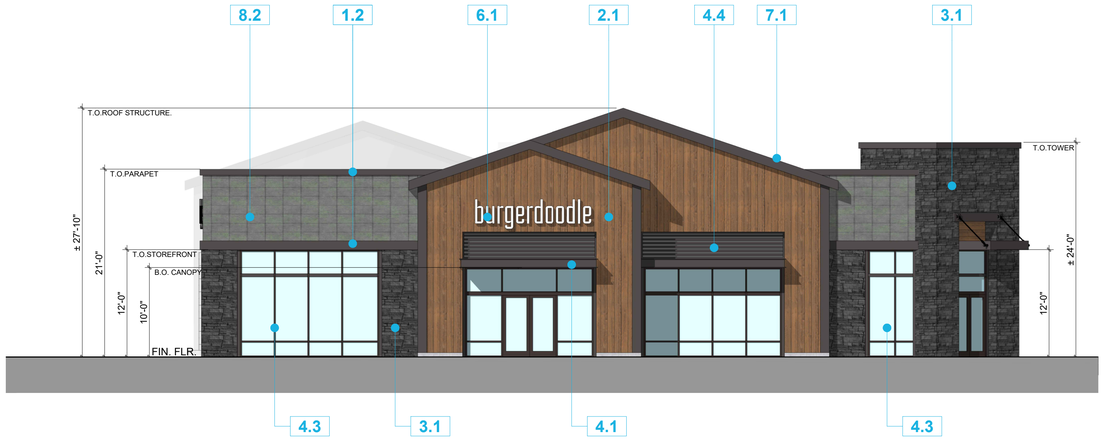
FLAGSTAFF
COCONINO

JOB NO.:	224236
DESIGN BY:	JJR
DRAWN BY:	JJR
CHECKED:	GEC
DATE:	SEPTEMBER 2025

DWG. CFP1

SHEET 1 OF 1

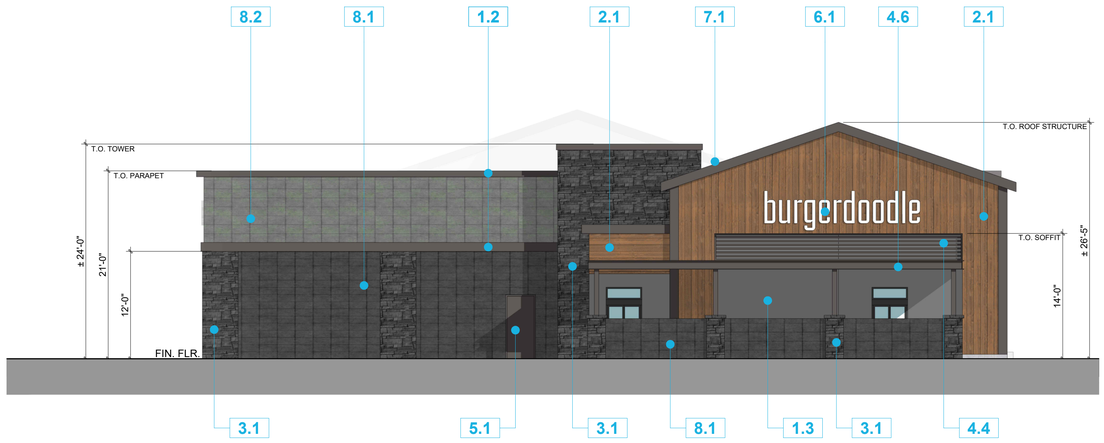
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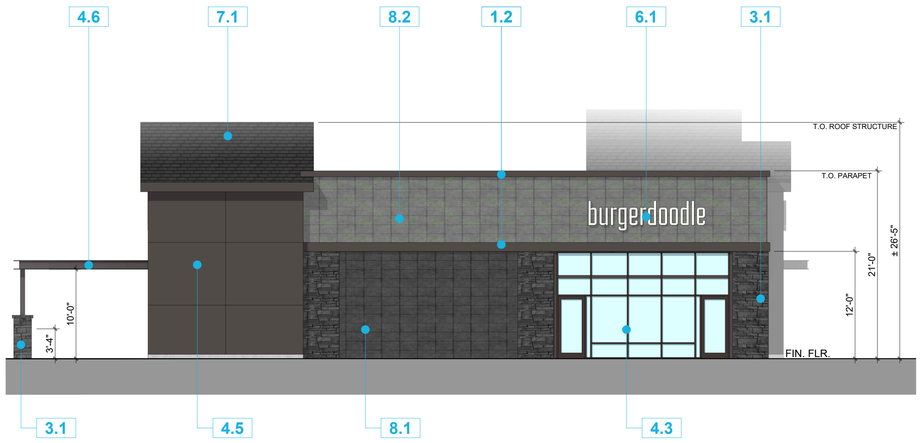
01-FRONT ELEVATION



02- RIGHT ELEVATION



03-REAR ELEVATION



04-LEFT ELEVATION

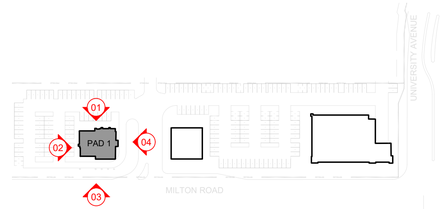
NOTE:
ALL SIGNAGE SHOWN IS CONCEPTUAL AND MAY BE ADJUSTED AS THE DESIGN OF THE BUILDING DEVELOPS.

THE COLOR OF THE EXTERIOR FINISHES MAY BE ADJUSTED AS THE DESIGN OF THE BUILDING DEVELOPS, BUT THE OVERALL DESIGN CONCEPT WILL REMAIN THE SAME.

250644 ktgy

MILLTOWN RETAIL FLAGSTAFF
FLAGSTAFF, AZ

0 4 8 16



KEY PLAN - N.T.S.

MATERIAL LEGEND

1.1 STUCCO (BROWN)
1.2 STUCCO (GRAY)
1.3 STUCCO (LIGHT GRAY)
2.1 SIDING
3.1 STONE VENEER
4.1 METAL CANOPY
4.3 STOREFRONT SYSTEM
4.4 METAL LOUVER
4.5 METAL PANELS
4.6 CANOPY OVER DRIVE-THROUGH AISLE
5.1 HM DOOR
6.1 SIGNAGE
7.1 ROOF TILE
8.1 SPLITFACE CMU BLOCK (BLACK)
8.2 SPLITFACE CMU BLOCK (GRAY)

Material Percentage		Front		Left		Rear		Right		Total	
Primary	Wood Siding	560	41%	0	0%	447	24%	12	1%	1019	**20%**
	Stone Veneer	356	26%	144	13%	336	18%	300	35%	1136	**22%**
	Splitface CMU	270	20%	620	55%	647	35%	536	63%	2073	**40%**
Secondary	Stucco	51	4%	0	0%	349	19%	0	0%	400	**8%**
	Metal	138	10%	358	32%	75	4%	8	1%	578	**11%**
Total Area (SF)		1374	100%	1122	100%	1854	100%	856	100%	5205	**100%**

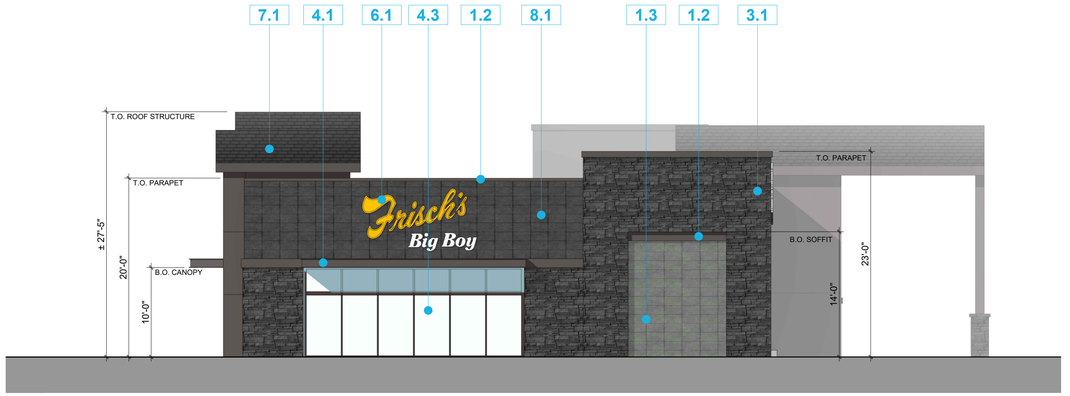
PAD 1 ELEVATIONS

01

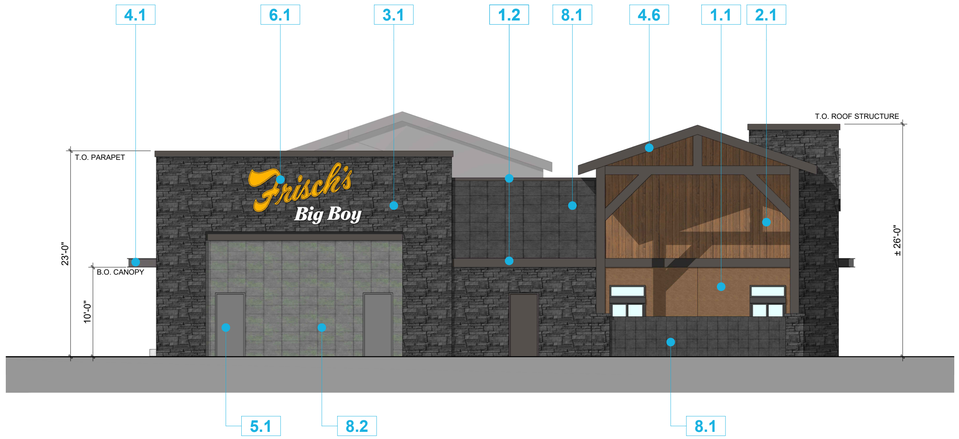
08/28/2025



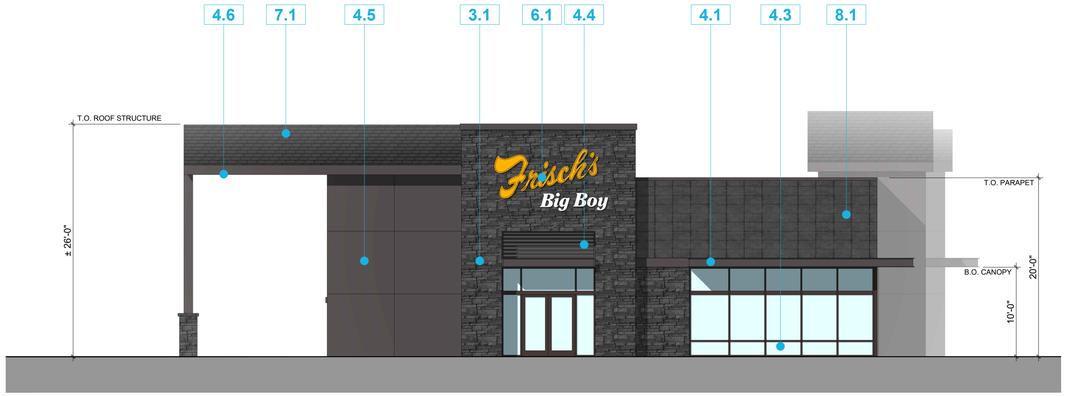
01-FRONT ELEVATION



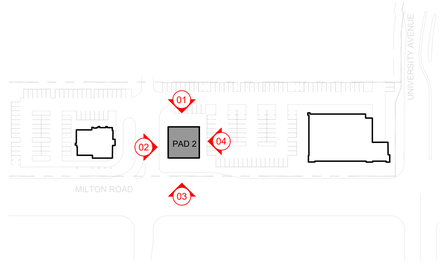
02- RIGHT ELEVATION



03-REAR ELEVATION



04-LEFT ELEVATION



KEY PLAN - N.T.S.

MATERIAL LEGEND

1.1 STUCCO (BROWN)
1.2 STUCCO (GRAY)
1.3 STUCCO (LIGHT GRAY)
2.1 SIDING
3.1 STONE VENEER
4.1 METAL CANOPY
4.3 STOREFRONT SYSTEM
4.4 METAL LOUVER
4.5 METAL PANELS
4.6 CANOPY OVER DRIVE-THROUGH AISLE
5.1 HM DOOR
6.1 SIGNAGE
7.1 ROOF TILE
8.1 SPLITFACE CMU BLOCK (BLACK)
8.2 SPLITFACE CMU BLOCK (GRAY)

Material Percentage		Front		Left		Rear		Right		Total	
Primary	Wood Siding	399	32%	0	0%	250	16%	0	0%	649	**13%**
	Stone Veneer	311	25%	407	34%	680	45%	449	38%	1847	**36%**
	Splitface CMU	359	29%	234	20%	378	25%	472	40%	1443	**28%**
Secondary	Stucco	28	2%	17	1%	167	11%	0	0%	212	**4%**
	Metal	139	11%	537	45%	46	3%	263	22%	985	**19%**
Total Area (SF)		1237	100%	1195	100%	1520	100%	1184	100%	5136	**100%**

NOTE:
ALL SIGNAGE SHOWN IS CONCEPTUAL AND MAY BE ADJUSTED AS THE DESIGN OF THE BUILDING DEVELOPS.

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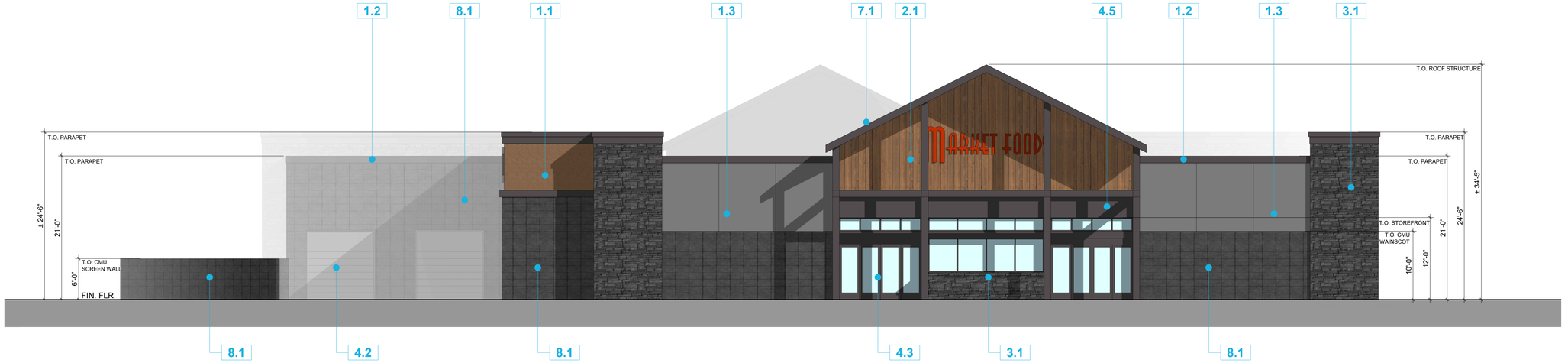
MILLTOWN RETAIL FLAGSTAFF
FLAGSTAFF, AZ

0 8 16 32

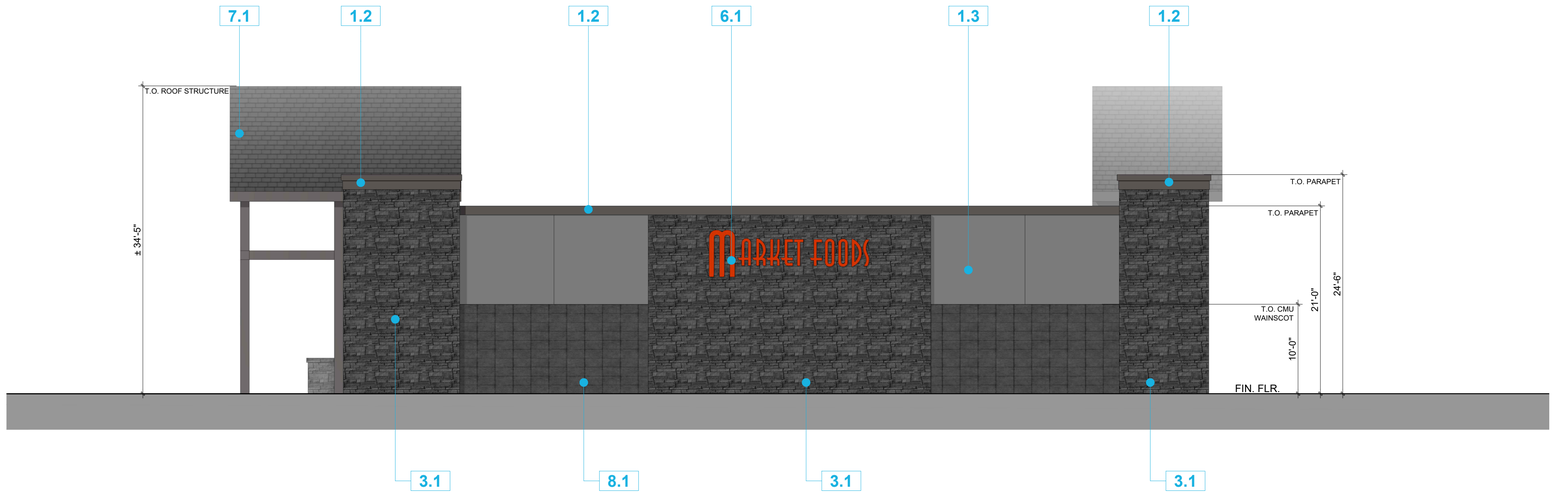
PAD 2 ELEVATIONS

02

08/28/2025



01-FRONT ELEVATION



02- RIGHT ELEVATION

NOTE:
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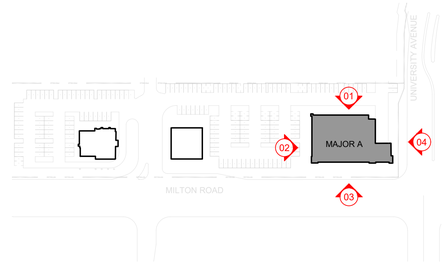
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FLAGSTAFF, AZ

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KEY PLAN - N.T.S.

MATERIAL LEGEND

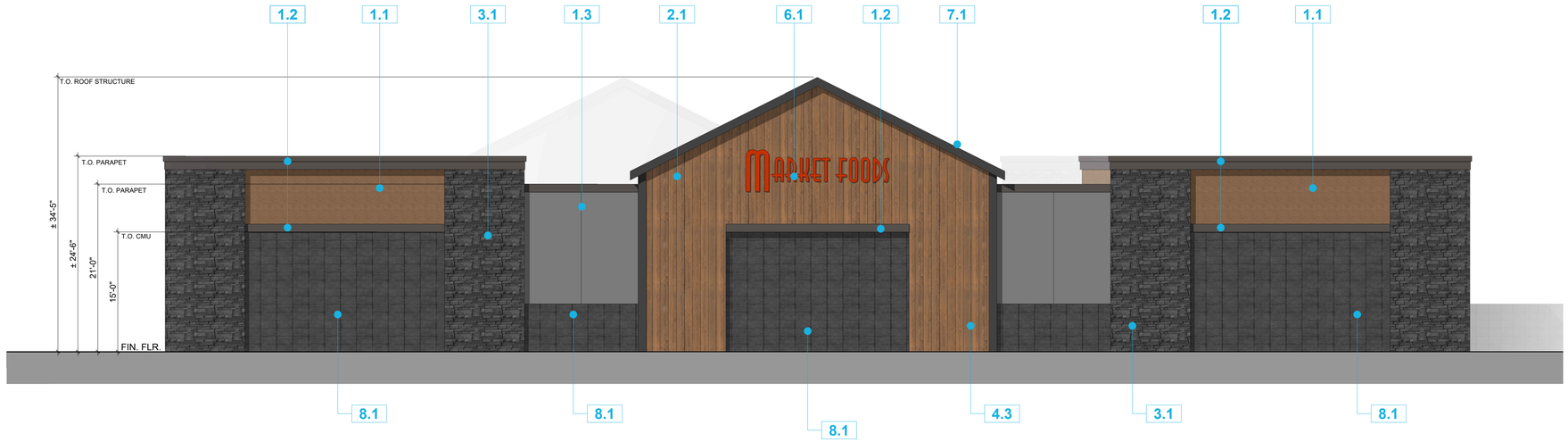
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4.6 CANOPY OVER DRIVE-THROUGH AISLE
5.1 HM DOOR
6.1 SIGNAGE
7.1 ROOF TILE
8.1 SPLITFACE CMU BLOCK (BLACK)
8.2 SPLITFACE CMU BLOCK (GRAY)

Material Percentage		Front		Left		Rear		Right		Total	
Primary	Wood Siding	554	18%	0	0%	854	21%	0	0%	1407	**11%**
	Stone Veneer	531	17%	487	22%	913	23%	3212	78%	5144	**39%**
	Splitface CMU	1185	38%	1320	61%	1454	36%	421	10%	4381	**33%**
Secondary	Stucco	589	19%	367	17%	769	19%	464	11%	2189	**16%**
	Metal	241	8%	0	0%	0	0%	0	0%	241	**2%**
Total Area (SF)		3100	100%	2174	100%	3990	100%	4097	100%	13361	**100%**

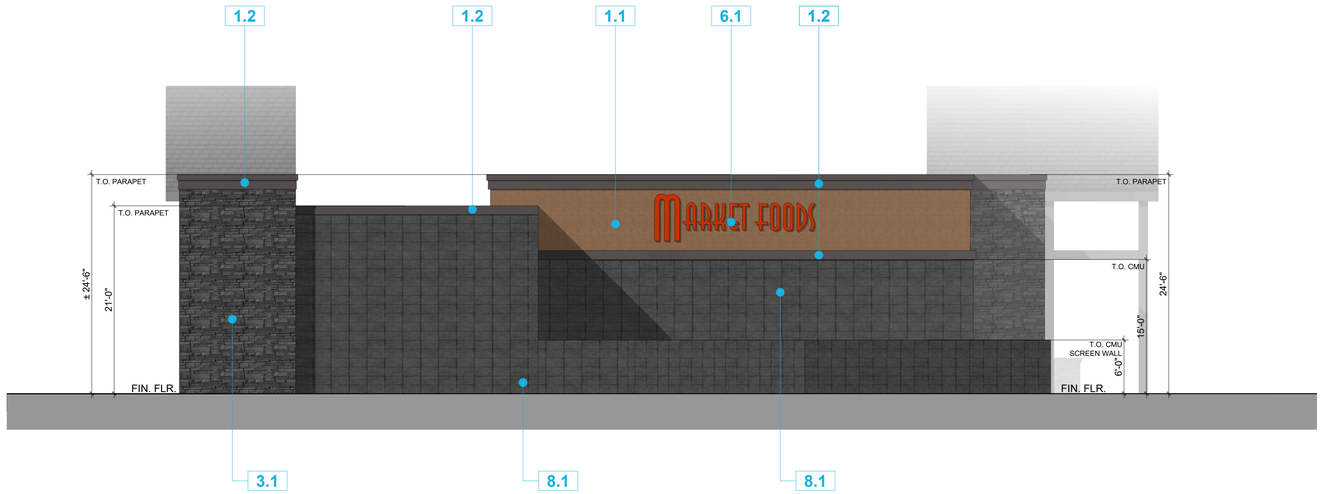
MAJOR A ELEVATIONS

03

08/28/2025



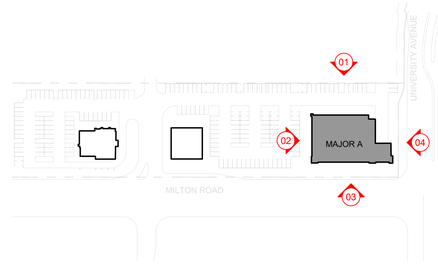
03- REAR ELEVATION



04- LEFT ELEVATION

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KEY PLAN - N.T.S.

MATERIAL LEGEND

1.1 STUCCO (BROWN)
1.2 STUCCO (GRAY)
1.3 STUCCO (LIGHT GRAY)
2.1 SIDING
3.1 STONE VENEER
4.1 METAL CANOPY
4.3 STOREFRONT SYSTEM
4.4 METAL LOUVER
4.5 METAL PANELS
4.6 CANOPY OVER DRIVE-THROUGH AISLE
5.1 HM DOOR
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7.1 ROOF TILE
8.1 SPLITFACE CMU BLOCK (BLACK)
8.2 SPLITFACE CMU BLOCK (GRAY)

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Primary	Wood Siding	554	18%	0	0%	854	21%	0	0%	1407	**11%**
	Stone Veneer	531	17%	487	22%	913	23%	3212	78%	5144	**39%**
	Splitface CMU	1185	38%	1320	61%	1454	36%	421	10%	4381	**33%**
Secondary	Stucco	589	19%	367	17%	769	19%	464	11%	2189	**16%**
	Metal	241	8%	0	0%	0	0%	0	0%	241	**2%**
Total Area (SF)		3100	100%	2174	100%	3990	100%	4097	100%	13361	**100%**

250644

ktgy

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FLAGSTAFF, AZ

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MAJOR A ELEVATIONS

04

08/28/2025

1.1
STUCCO
SMOOTH FINISH
SW 6095 TOASTY
(SHERWIN WILLIAMS)

1.2
STUCCO
SMOOTH FINISH
SW 9600 ARMORY
(SHERWIN WILLIAMS)

1.3
STUCCO
SMOOTH FINISH
SW 2849 WESTCHESTER GRAY
(SHERWIN WILLIAMS)

EXTERIOR MATERIAL LOG

Drawing Material Key	Material Description	Product/Color	Manufacturer
1.1	Stucco	SW 6095 Toasty LRV: 19	Sherwin Williams
1.2	Stucco	SW 9600 Armory LRV: 5	Sherwin Williams
1.2	Stucco	SW 2849 Westchester Gray LRV: 19	Sherwin Williams
2.1	Siding	Hardie Panel, Sierra 8 Texture Painted to Match brown stucco LRV: 27	James Hardie
3.1	Stone Veneer	Country Ledgestone, Gunnison	Cultured Stone
4.1	Metal Canopy	Custom, Black LRV: 8	Reynobond
4.2	Metal Roll-Up Door	Black	Overhead Door
4.3	Metal Storefront System	Anodized Plus, "Dark Bronze" YB5N	YKK
4.4	Metal Louvers	Anodized, Painted to Match SW 9600 Armory	TBD
4.5	Metal Panels	Black LRV: 8	Reynobond
4.6	Canopy over Drive-Through Aisle	Black LRV: 8	Reynobond
5.1	Vinyl Window and Door System	Black	MI Windows
6.1	Signage	TBD	TBD
7.1	Asphalt Shingle Roof	Landmark, Moire Black, SRI (Solar Reflectance Index): 17	Certainteed
8.1	CMU BLOCK	BLACK 250 MW	ORCO
8.2	CMU BLOCK	GRAY LW	ORCO

2.1
SIDING
HARDIE PANEL
SIERRA 8 TEXTURE



3.1
STONE
CULTURED STONE
COUNTRY LEDGESTONE
GUNNISON



4.1
METAL CANOPY
REYNOBOND
PAINTED TO MATCH (1.2)

4.2
METAL ROLL-UP DOOR
OVERHEAD DOOR
PAINTED TO MATCH (1.3)

4.3
METAL STOREFRONT SYSTEM
ANODIZED PLUS
DARK BRONZE

4.4
METAL LOUVERS
ANODIZED
PAINTED TO MATCH 1.2

4.5
METAL PANELS
REYNOBOND
PAINTED TO MATCH (1.2)

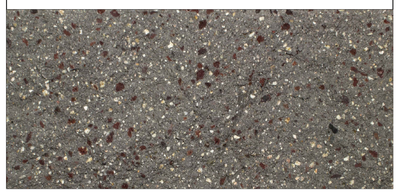
4.6
CANOPY OVER DRIVE-THRU AISLE
REYNOBOND
PAINTED TO MATCH (1.2)

5.1
HM DOOR
SMOOTH FINISH
PAINTED TO MATCH ADJACENT

7.1
ASPHALT SHINGLE ROOF
CERTAINTEED
LANDMARK
MOIRE BLACK



8.1
CMU BLOCK
ORCO
BLACK 250 MW
SPLIT FACE



8.2
CMU BLOCK
ORCO
GRAY LW
SPLIT FACE



NOTE:
THE COLOR OF THE EXTERIOR FINISHES MAY BE ADJUSTED AS THE DESIGN OF THE BUILDING DEVELOPS, BUT THE OVERALL DESIGN CONCEPT WILL REMAIN THE SAME.

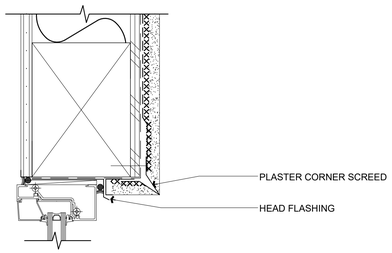
250644 ktgy

MILLTOWN RETAIL FLAGSTAFF
FLAGSTAFF, AZ

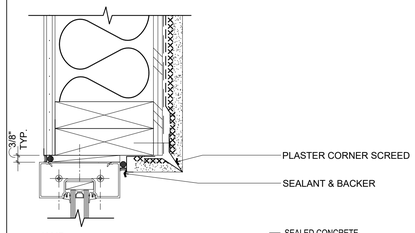
MATERIAL BOARD

05

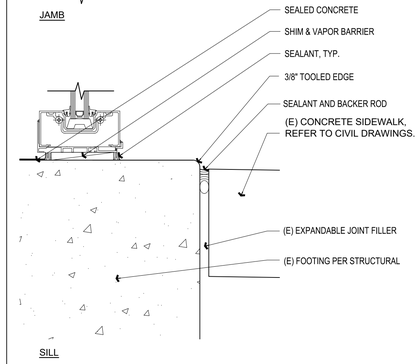
08/28/2025



HEAD

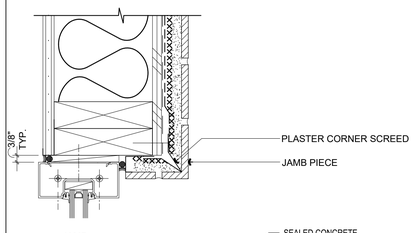


JAMB

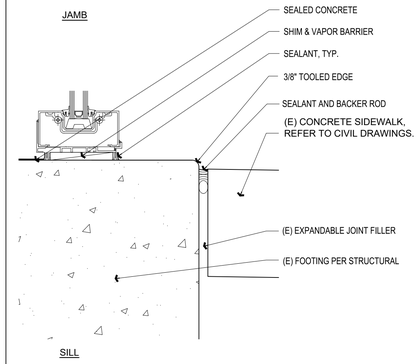


SILL

WINDOW WALL @ STUCCO	SCALE 3"=1'-0"	3

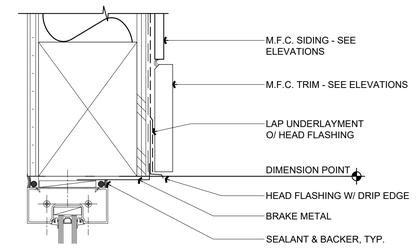


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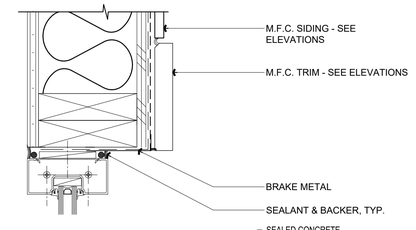


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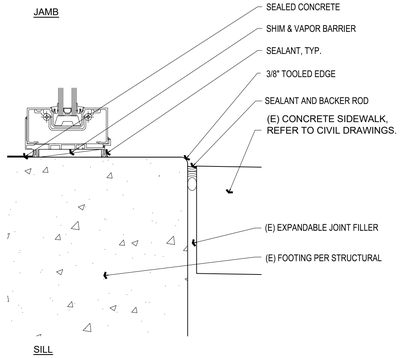
WIN. WALL @ STONE VENEER	SCALE 3"=1'-0"	2



HEAD



JAMB



SILL

WIN. WALL @ M.F.C. SIDING	SCALE 3"=1'-0"	1

250644

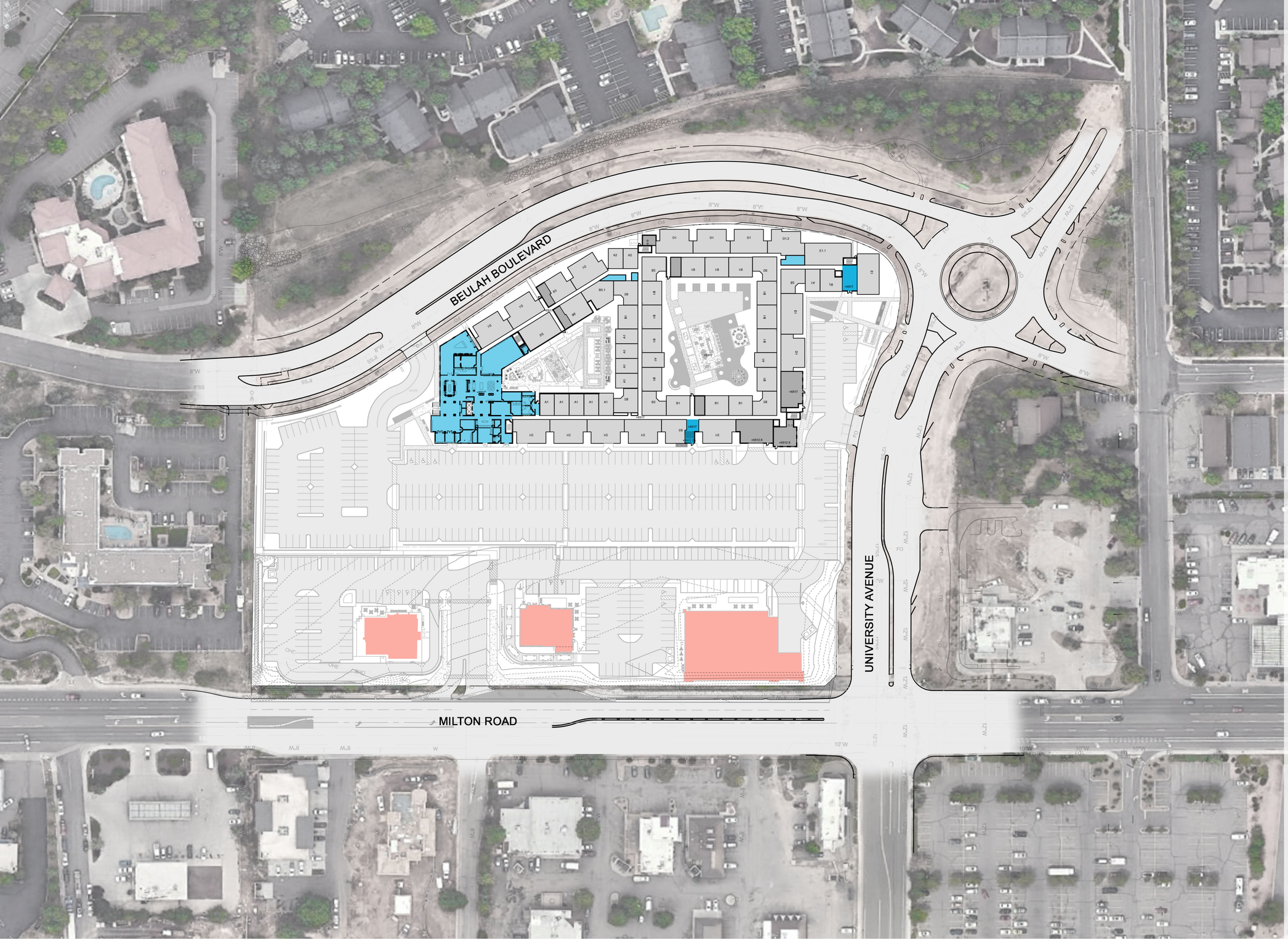
ktgy

MILLTOWN RETAIL FLAGSTAFF
FLAGSTAFF, AZ

TYPICAL GLAZING DETAILS

06

08/28/2025



BUILDING FLOOR PLANS

RESIDENTIAL SITE

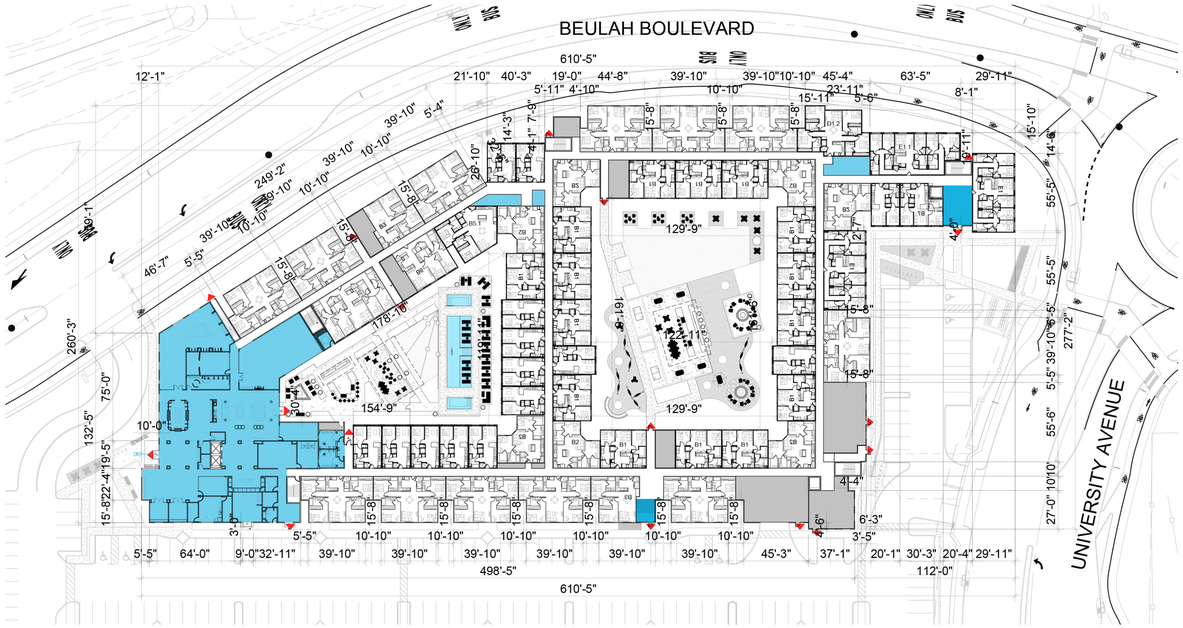
SITE	
SITE AREA	±12.29 ACRES
DENSITY	21.56 DU / ACRE
BEDROOM DENSITY	54.4 BED / ACRE

BUILDING	
FLOORS	4 FLOORS

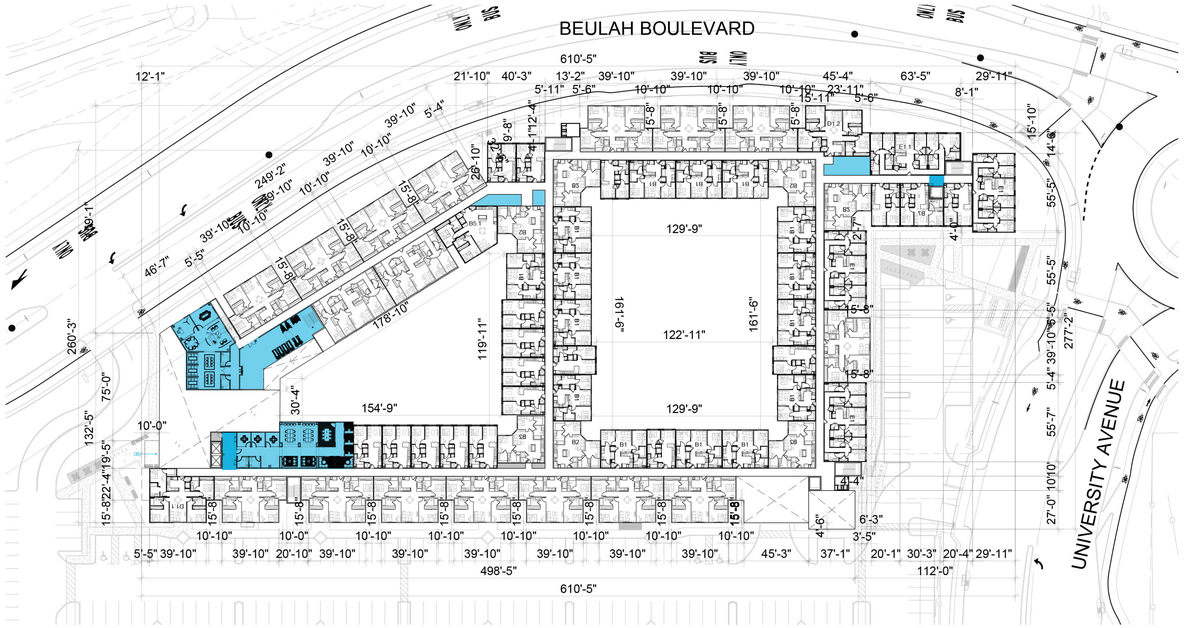
AREA	
NET RESIDENTIAL	276,380 SF
AMENITY	±22,167 SF
GROSS RESIDENTIAL	±353,014 SF
RESIDENTIAL EFFICIENCY	78%
NET AREA PER UNIT	1,043 SF
NET AREA PER BED	413 SF

UNIT MIX

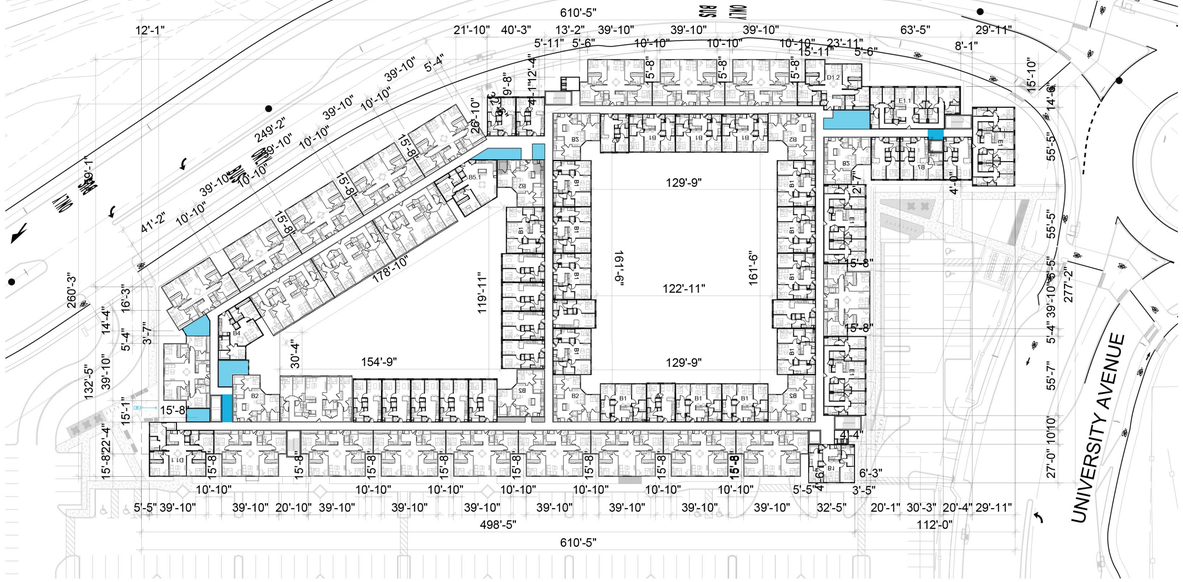
STUDIOS / 1 BATH				
UNIT A1	603 SF	51 DU	51 BD	19.2%
UNIT A2	544 SF	14 DU	14 BD	5.3%
2 BEDROOMS / 2 BATH				
UNIT B1	855 SF	62 DU	124 BD	23.4%
UNIT B2	921 SF	30 DU	60 BD	11.3%
UNIT B3	934 SF	2 DU	4 BD	0.8%
UNIT B4	974 SF	2 DU	4 BD	0.8%
UNIT B5.1	1,169 SF	4 DU	8 BD	1.5%
UNIT B6	1,082 SF	1 DU	2 BD	0.4%
UNIT B7	797 SF	4 DU	8 BD	1.5%
4 BEDROOMS / 4 BATH				
UNIT D1	1,477 SF	63 DU	268 BD	23.8%
UNIT D1.1	1,491 SF	3 DU	12 BD	1.1%
UNIT D1.2	1,485 SF	4 DU	12 BD	1.5%
UNIT D2	1,621 SF	11 DU	76 BD	4.2%
5 BEDROOMS / 5 BATH				
UNIT E1	1,633 SF	10 DU	50 BD	3.8%
UNIT E1.1	1,746 SF	4 DU	20 BD	1.5%
TOTAL		**265 UNITS**	**669 BEDS**	



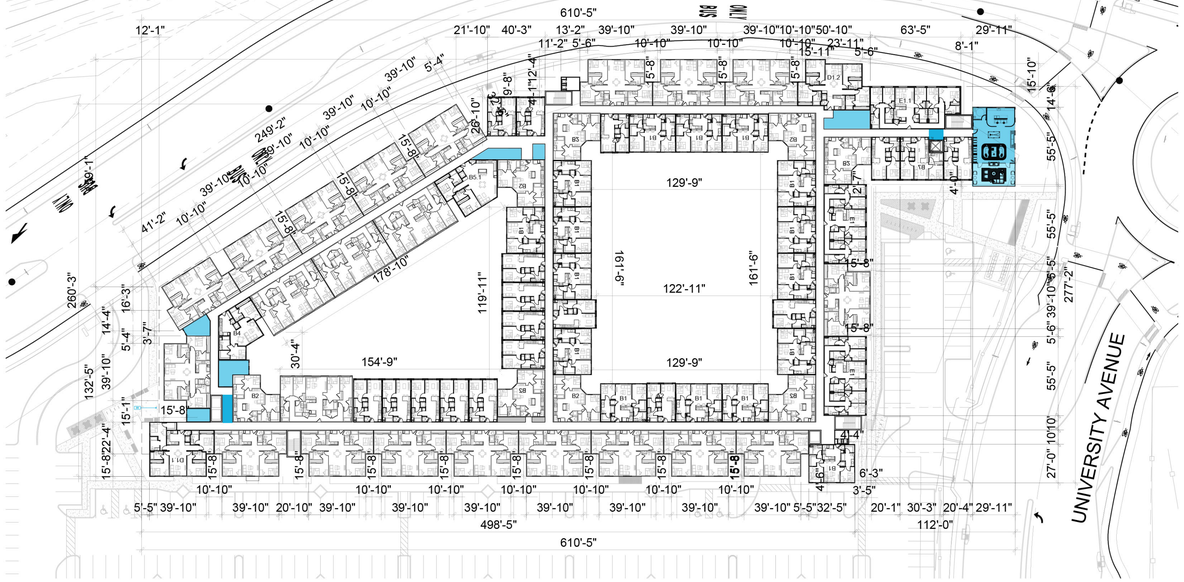
FLOOR 1



FLOOR 2



FLOOR 3



FLOOR 4

BUILDING FLOOR PLANS

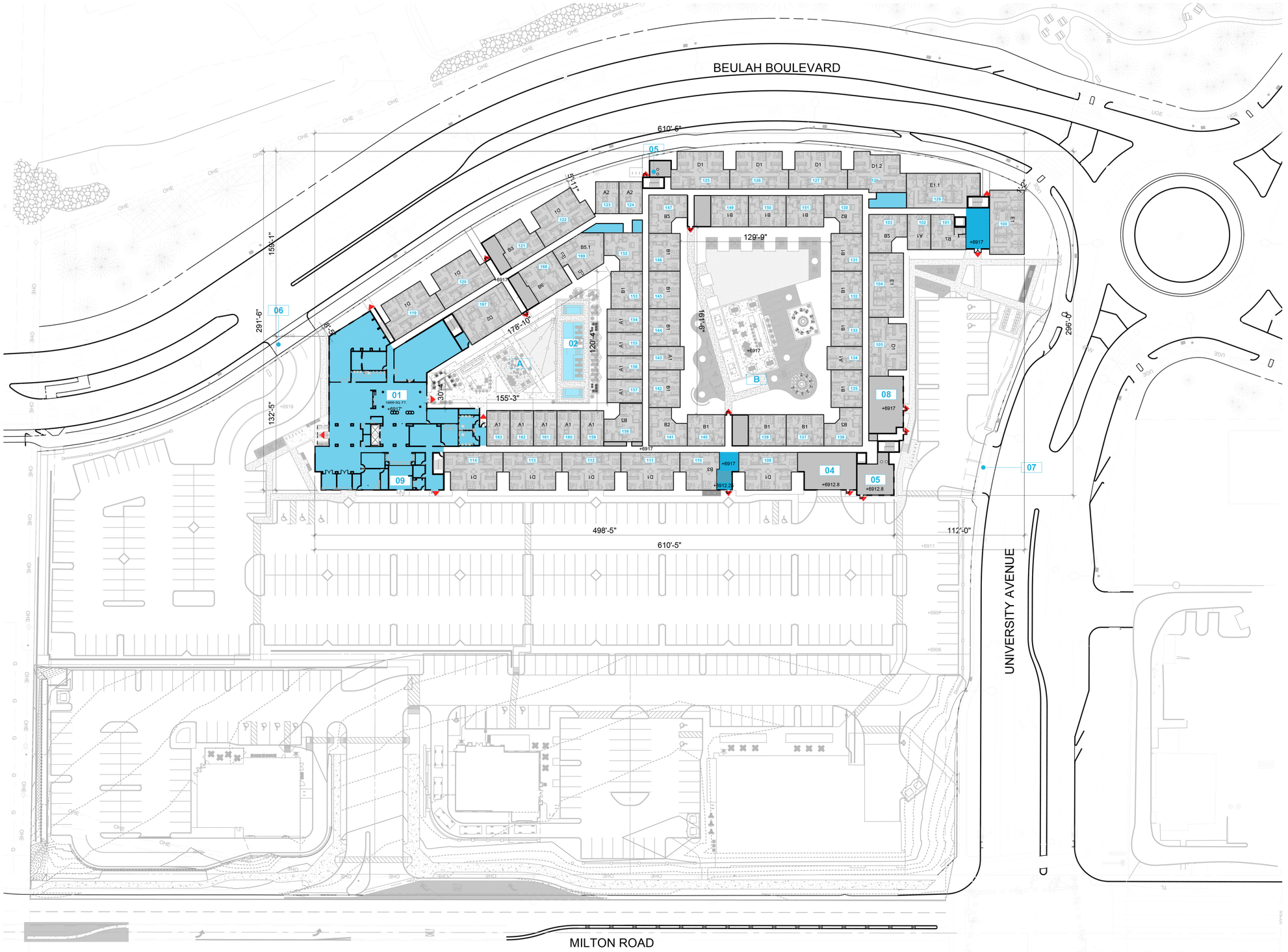
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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 25 50 100

2

09/18/2025



BUILDING FLOOR PLANS

FIRST FLOOR

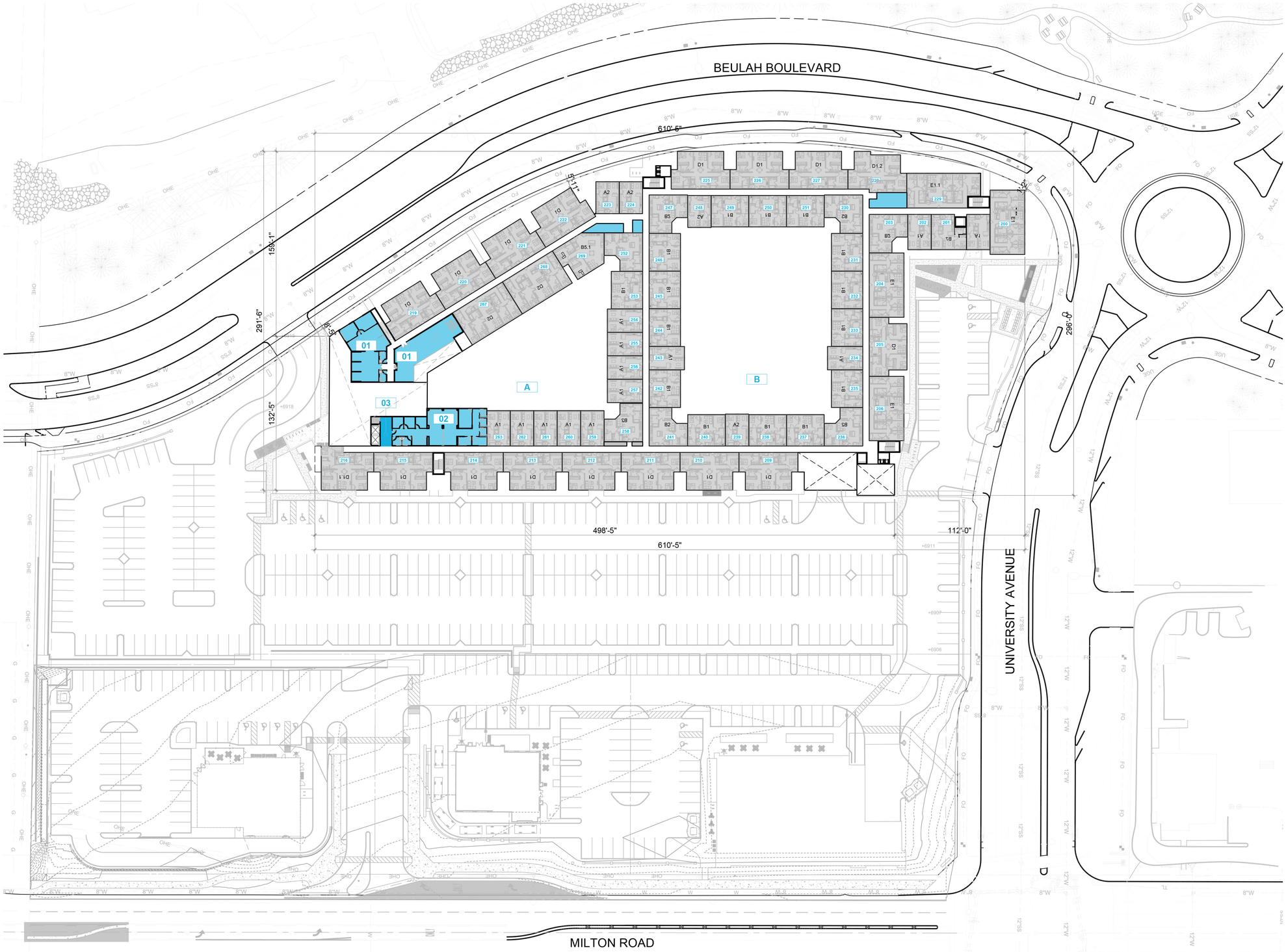
01 LEASING / AMENITY
02 POOL
03 LOBBY
04 LOADING
05 TRASH ROOM
06 VEHICULAR ENTRY
07 SECONDARY VEHICULAR ENTRY
08 ELECTRICAL/MECHANICAL
09 BIKE STORAGE

A POOL COURTYARD
B COURTYARD

20240101 ktgy

MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 20 40 80



BUILDING FLOOR PLANS

SECOND FLOOR

01 AMENITY
02 STUDY/CONFERENCE ROOMS
03 ELEVATOR LOBBY

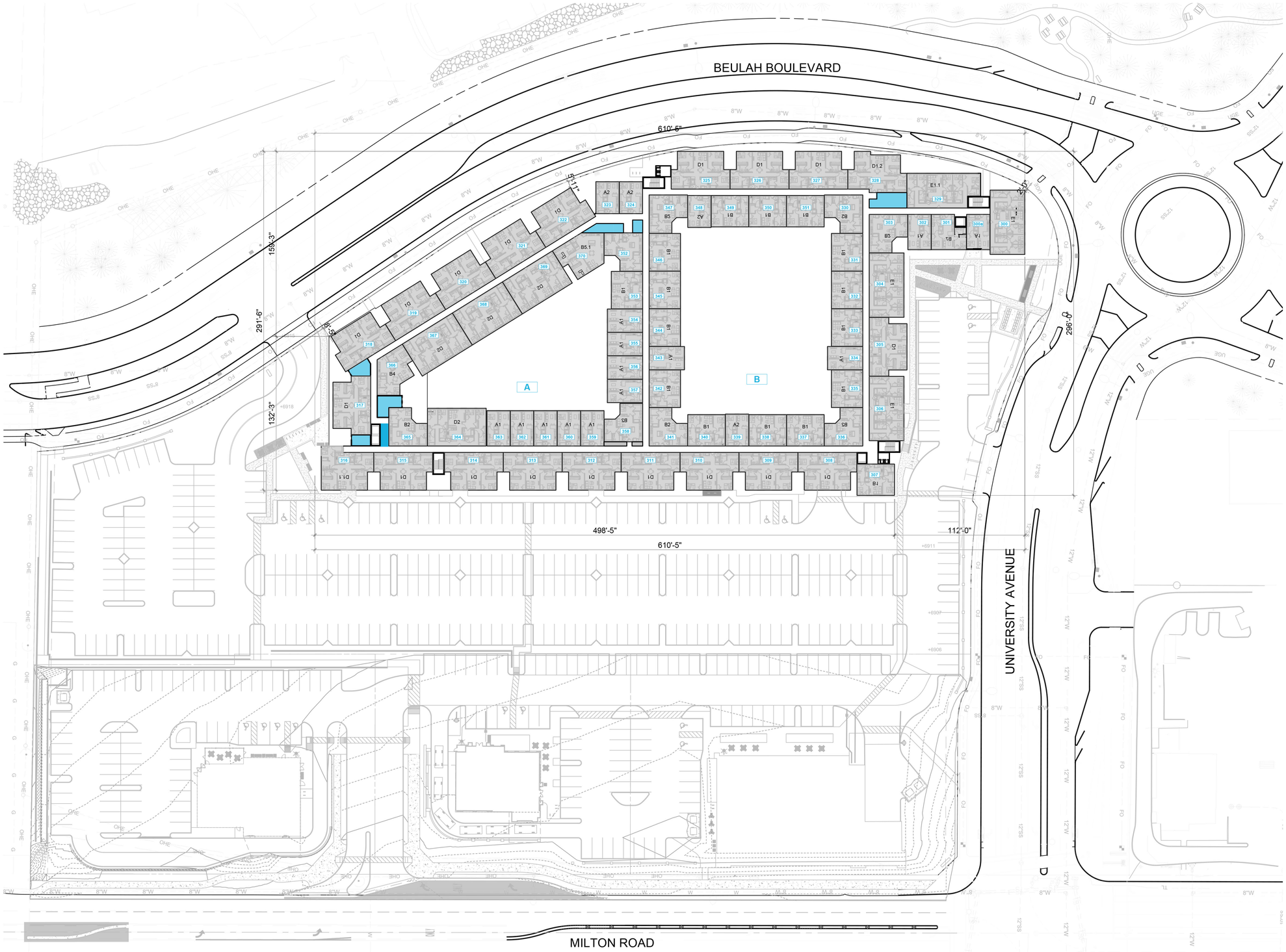
A POOL COURTYARD
B COURTYARD

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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 20 40 80

09/18/2025



BUILDING FLOOR PLANS

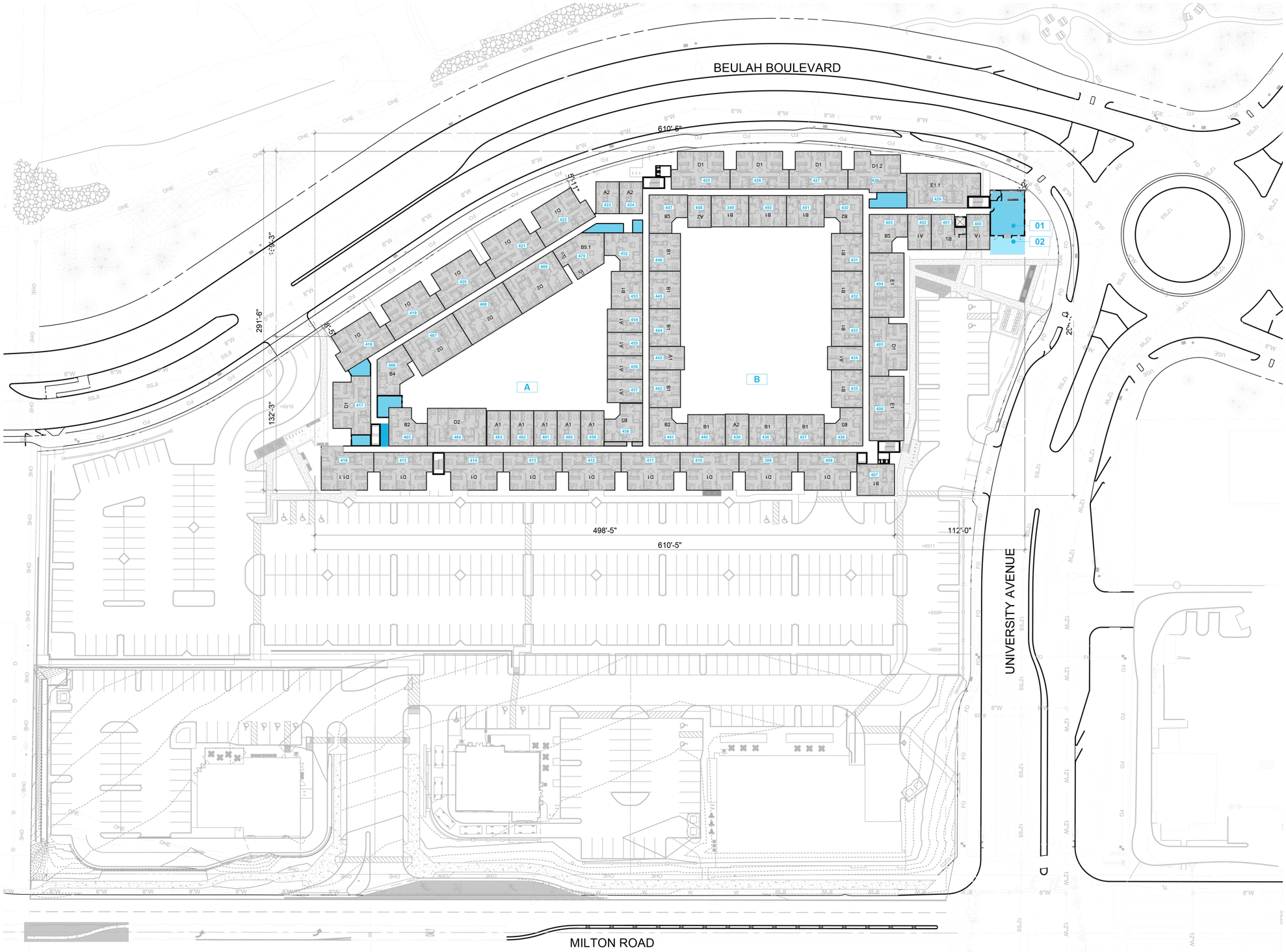
THIRD FLOOR

A POOL COURTYARD
B COURTYARD

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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 20 40 80



BUILDING FLOOR PLANS

FOURTH FLOOR

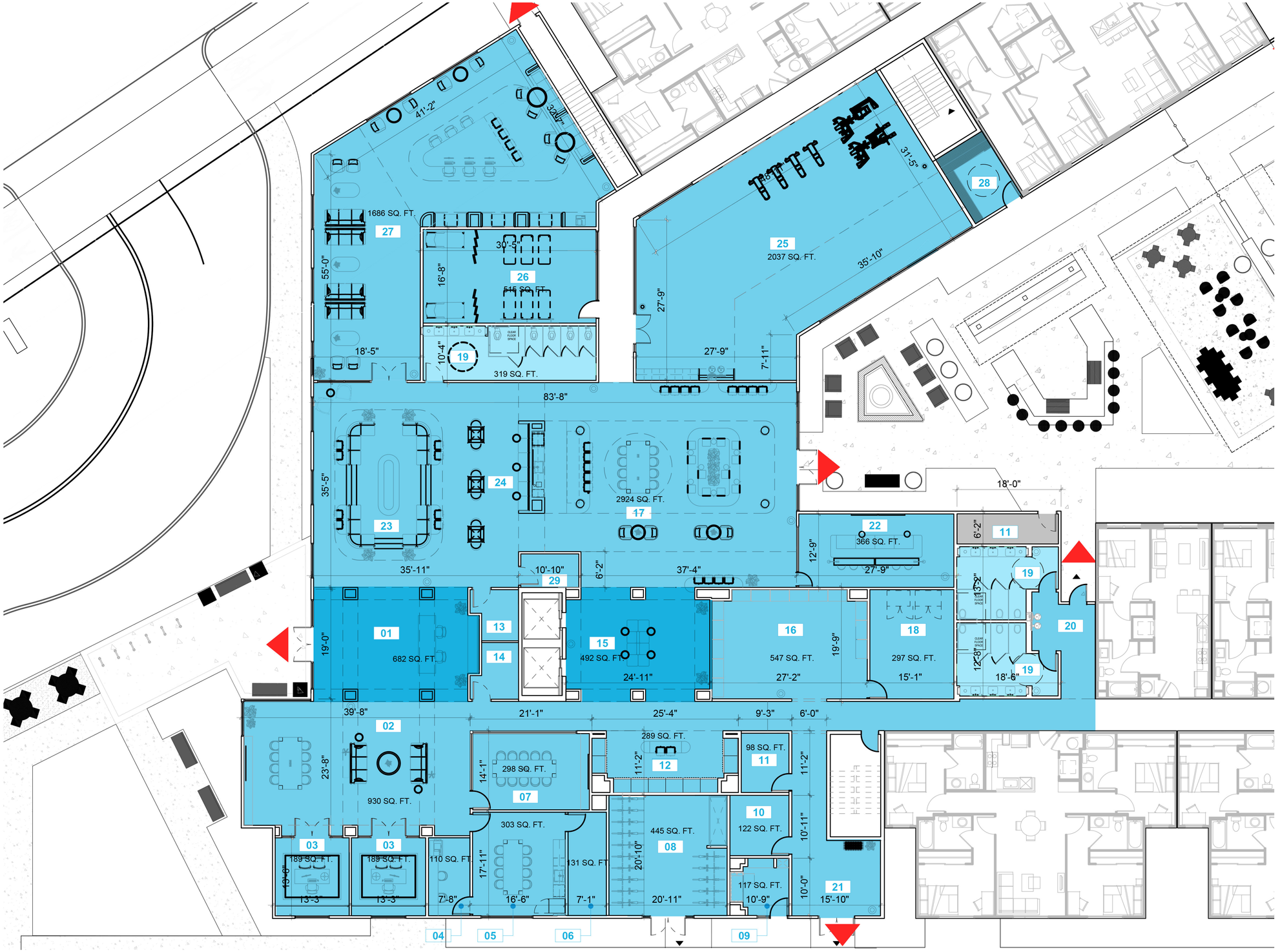
01 SKY LOUNGE
02 EXTERIOR SKY LOUNGE

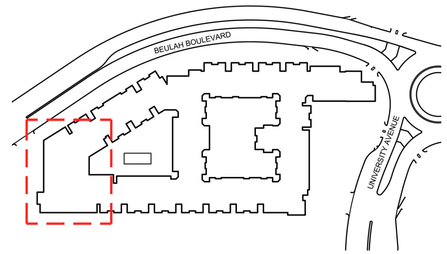
A POOL COURTYARD
B COURTYARD

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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 20 40 80





KEY PLAN - N.T.S.

BUILDING FLOOR PLANS

ENLARGED PLAN
LEVEL 1 - AMENITY

01 RECEPTION
02 LEASING LOUNGE
03 MANAGER OFFICE
04 LEASING WORK ROOM
05 LEASING BREAK ROOM
06 WORK ROOM STORAGE
07 CONFERENCE ROOM
08 BICYCLE STORAGE
09 PET SPA
10 SKI/SNOWBOARD STORAGE
11 MECHANICAL ROOM
12 GRAB 'N GO MARKET
13 STORAGE
14 UBER EATS DROP OFF
15 ELEVATOR LOBBY
16 LOCKERS/PACKAGE ROOM
17 THE NEST
18 OVERSIZED PACKAGE ROOM
19 RESTROOM
20 POOL VESTIBULE
21 VESTIBULE
22 GAMING LOUNGE
23 CONVERSATIONAL FIREPIT
24 CAFE
25 FITNESS
26 WELLNESS STUDIO/MASSAGE ROOM
27 STUDY LOUNGE
28 SAUNA
29 IT ROOM

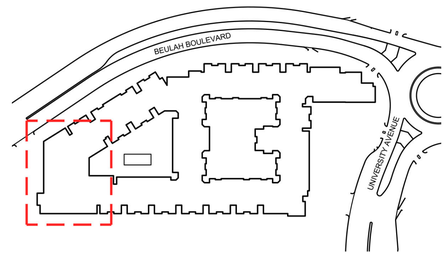
A POOL COURTYARD

20240101 ktgy

MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 4 8 16





KEY PLAN - N.T.S.

BUILDING FLOOR PLANS

ENLARGED PLAN
LEVEL 2 - AMENITY

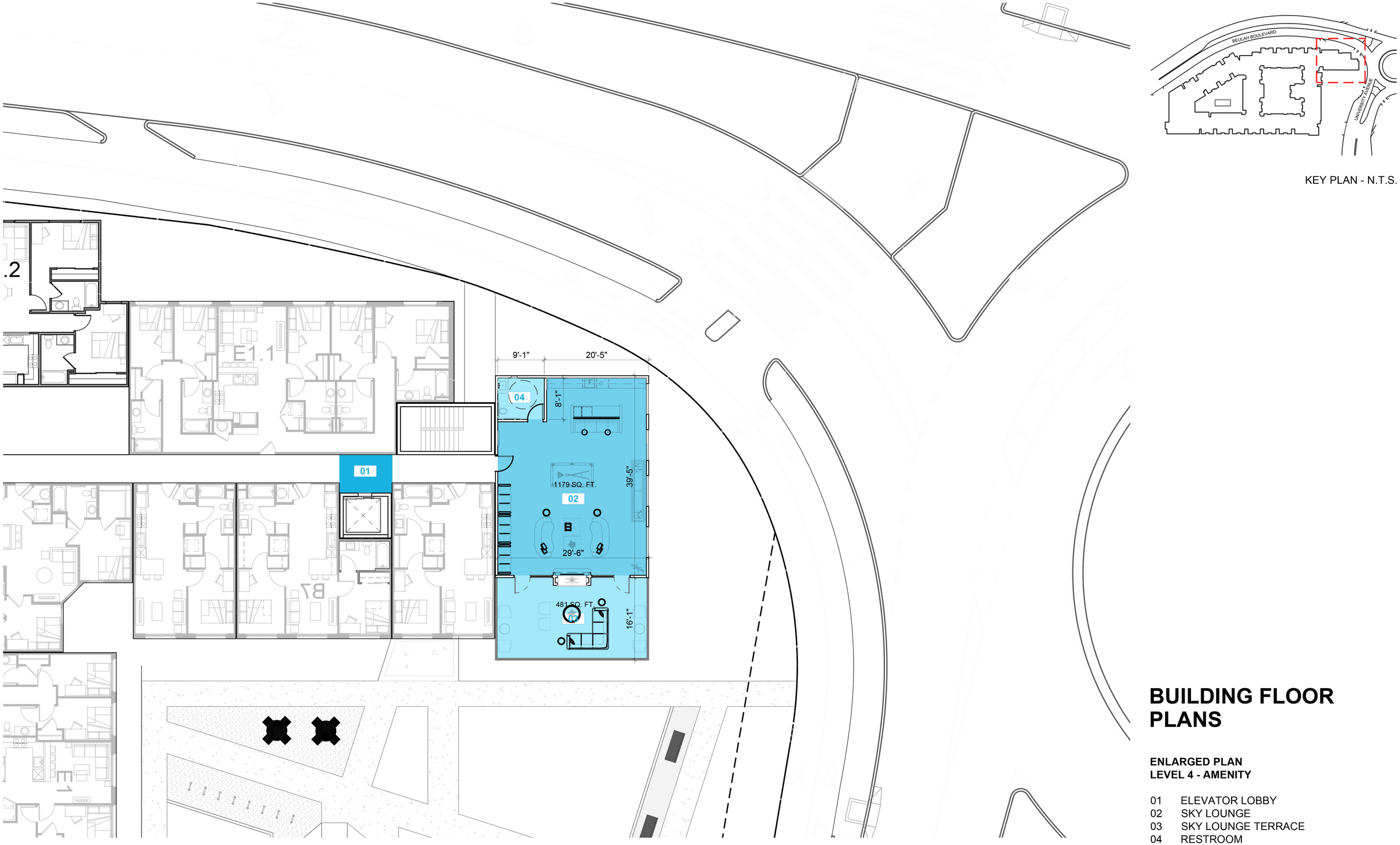
01 ELEVATOR LOBBY
02 LIBRARY
03 RESTROOMS
04 PRINTING/REFRESHMENT STATION
05 MECHANICAL
06 STUDY LOUNGE
07 CONTENT ROOM
08 FITNESS
09 OPEN TO BELOW

A POOL COURTYARD

20240101 ktgy

MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 4 8 16



KEY PLAN - N.T.S.

BUILDING FLOOR PLANS

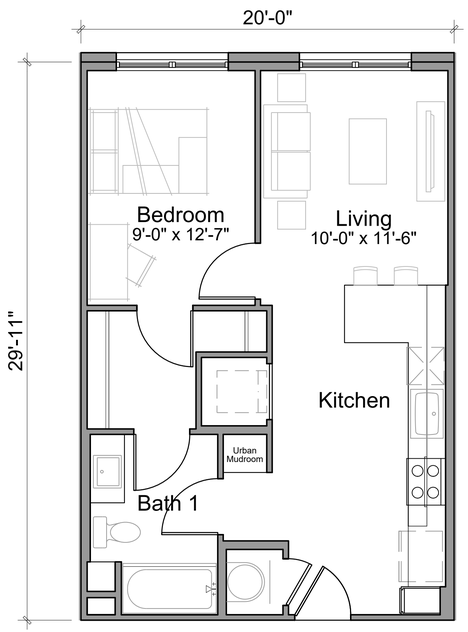
ENLARGED PLAN
LEVEL 4 - AMENITY

01 ELEVATOR LOBBY
02 SKY LOUNGE
03 SKY LOUNGE TERRACE
04 RESTROOM

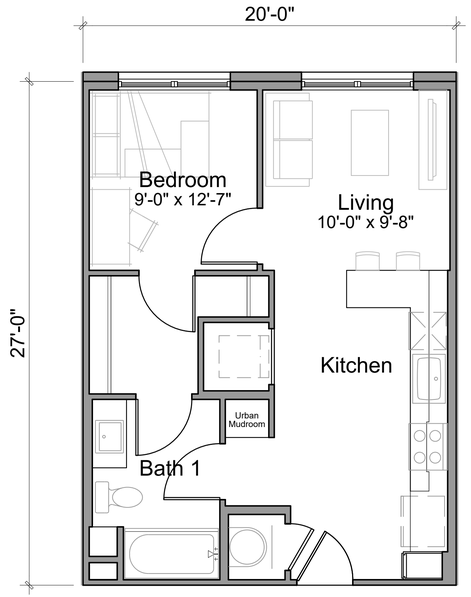
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MILLTOWN MIXED USE
FLAGSTAFF, AZ

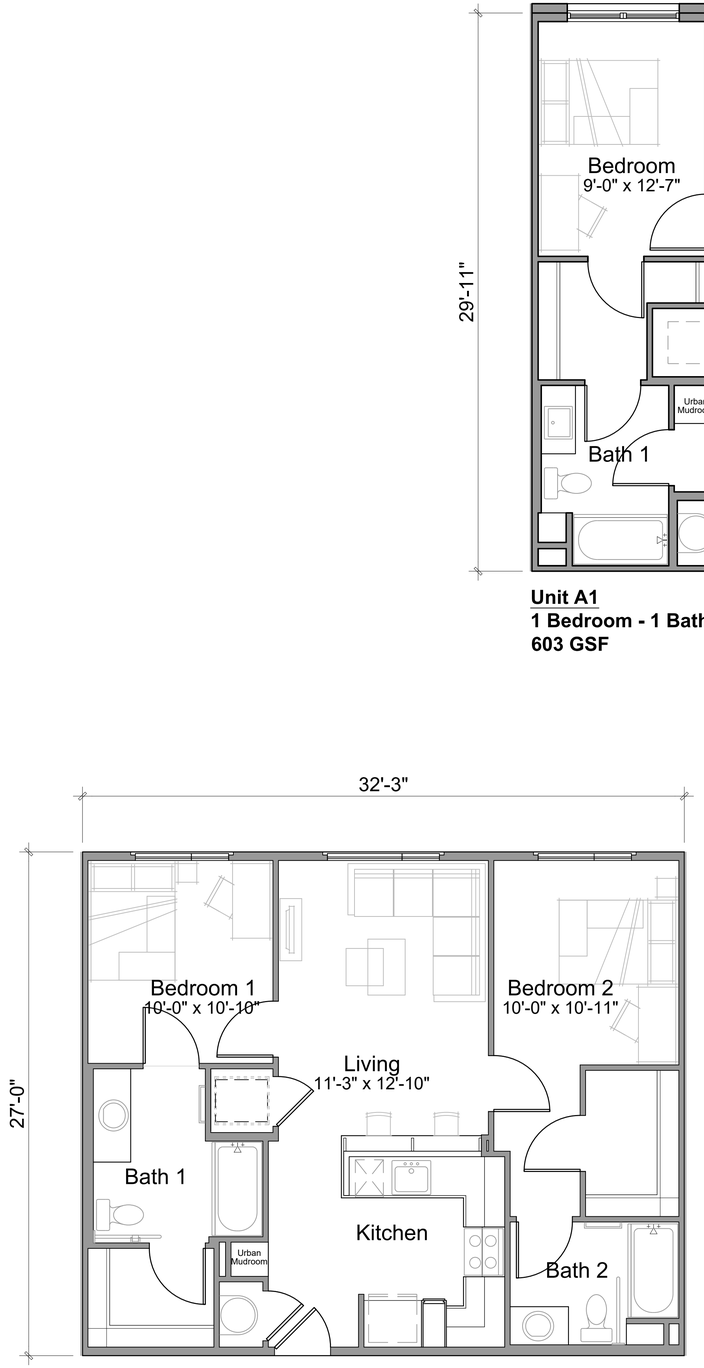
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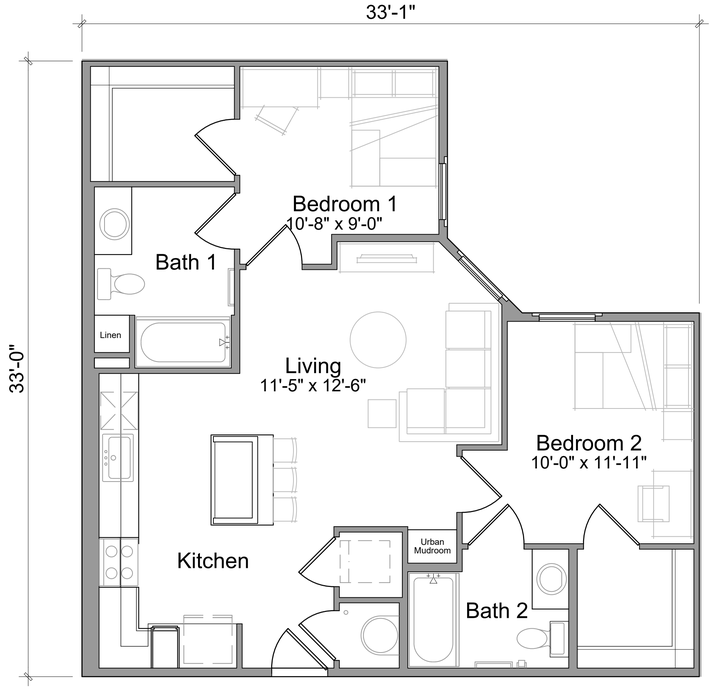
Unit A1
1 Bedroom - 1 Bathroom
603 GSF



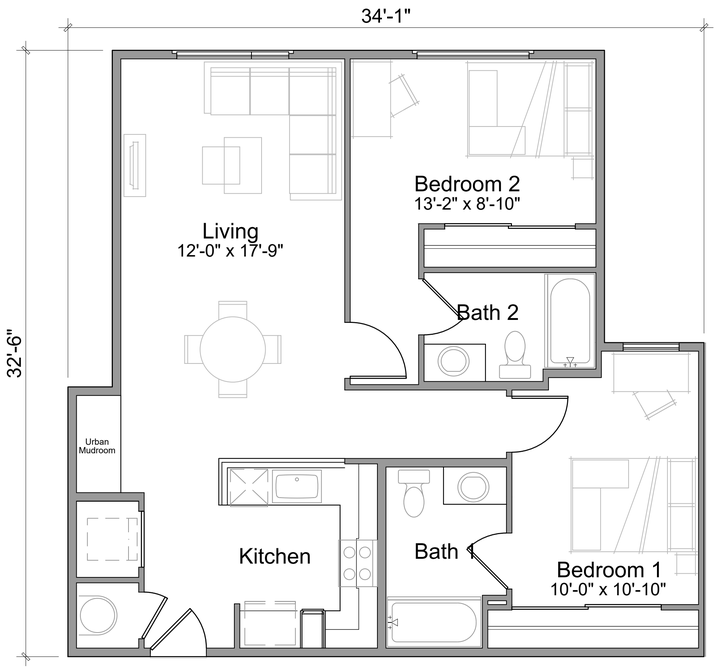
Unit A2
1 Bedroom - 1 Bathroom
544 GSF



Unit B1
2 Bedrooms - 2 Bathroom
875 GSF



Unit B2
2 Bedrooms - 2 Bathroom
921 GSF



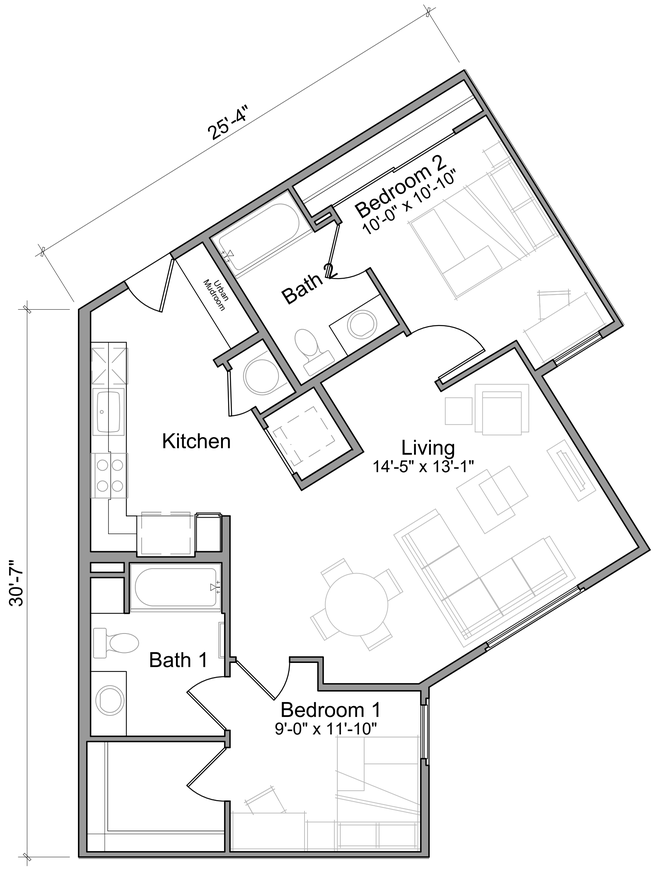
Unit B3
2 Bedrooms - 2 Bathroom
983 GSF

20240101 ktgy

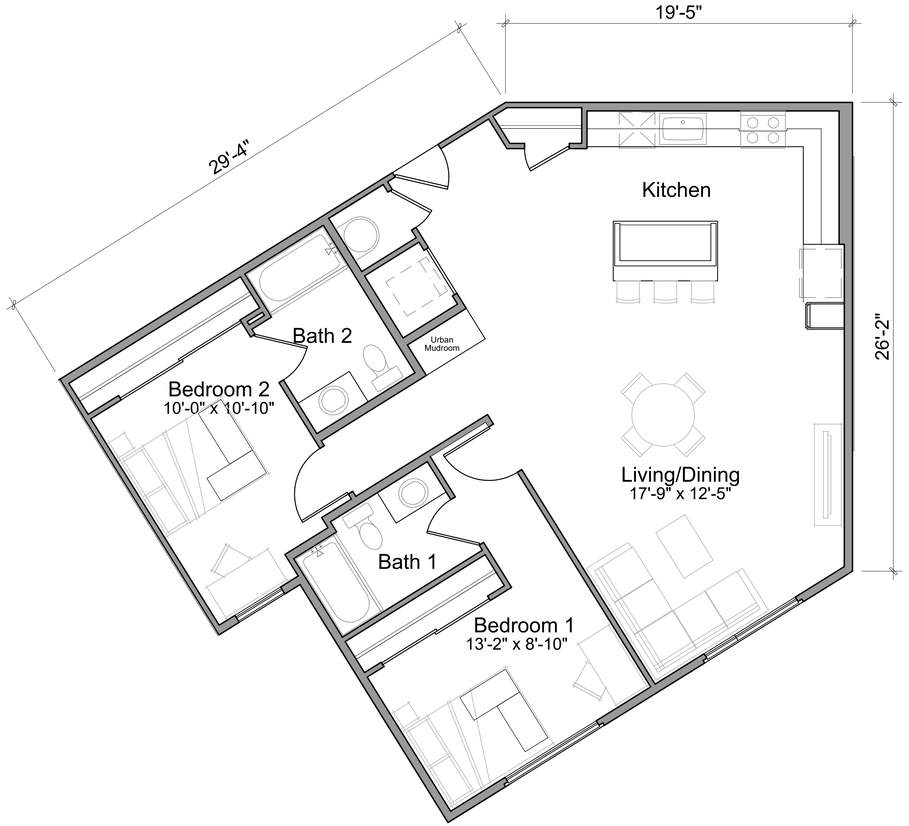
MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 2 4 8

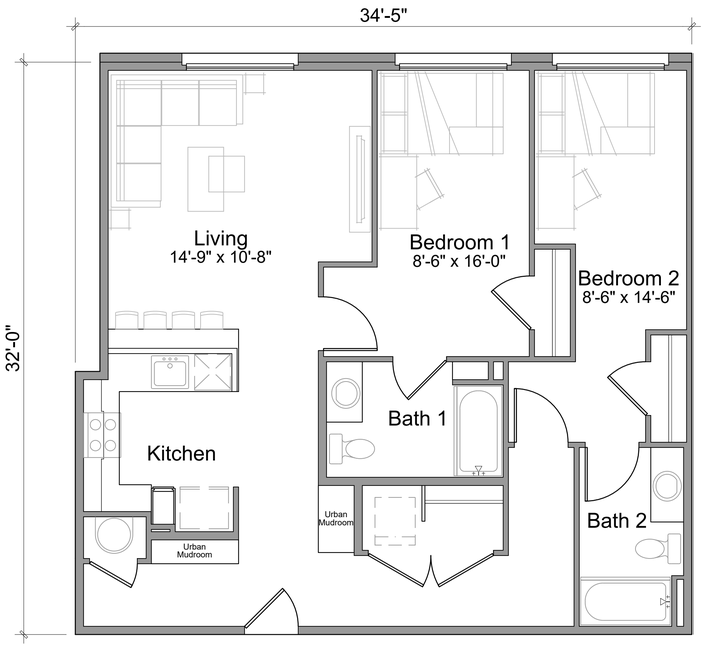
UNIT PLANS



Unit B4
2 Bedrooms - 2 Bathroom
974 GSF



Unit B5
2 Bedrooms - 2 Bathroom
1,169 GSF



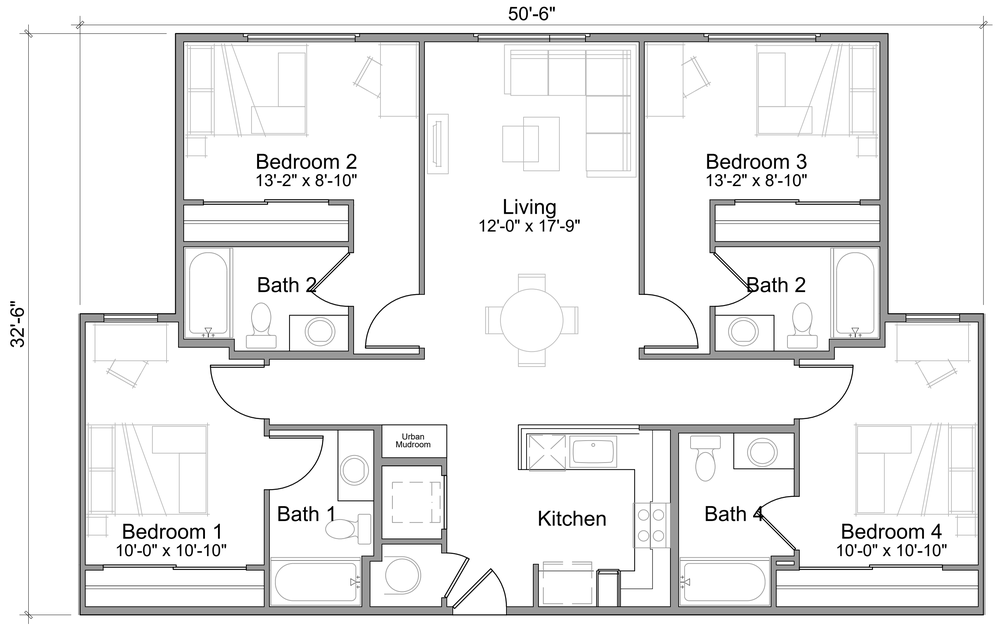
Unit B6
2 Bedroom - 2 Bathroom
1,082 GSF

20240101 ktgy

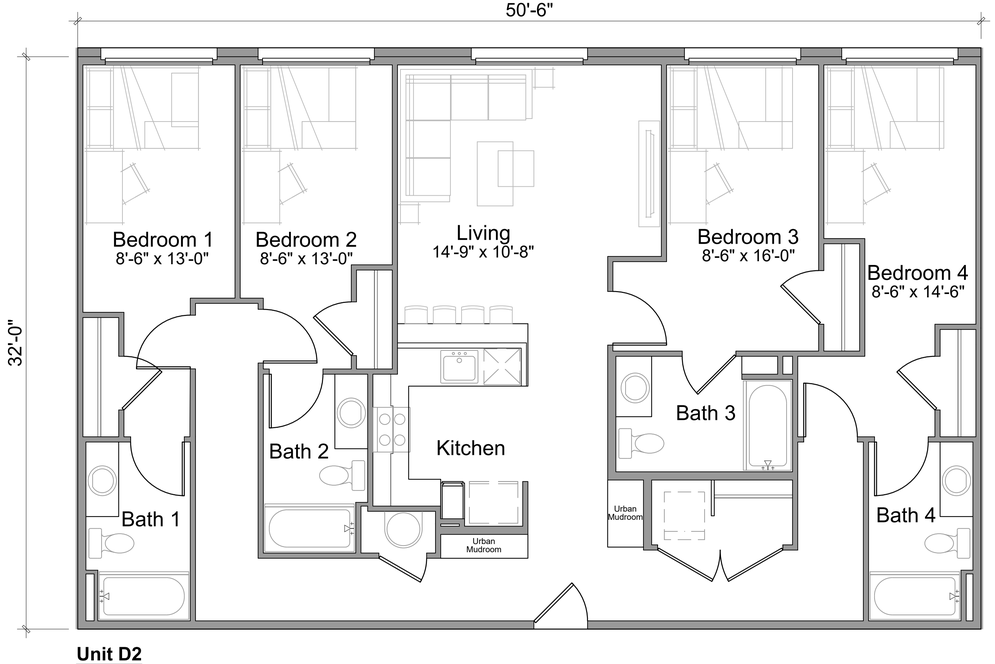
MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 2 4 8

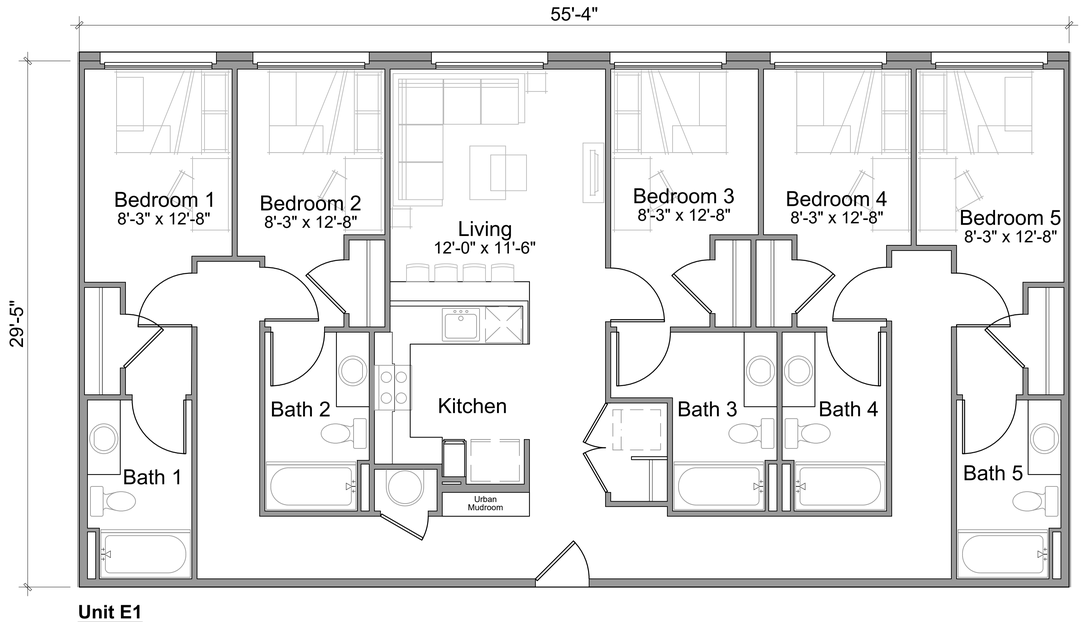
UNIT PLANS



Unit D1
4 Bedroom - 4 Bathroom
1,477 GSF



Unit D2
4 Bedroom - 4 Bathroom
1,621 GSF



Unit E1
5 Bedroom - 5 Bathroom
1,633 GSF

UNIT PLANS

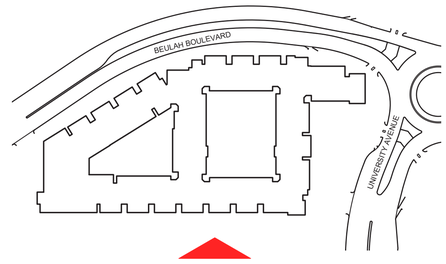
20240101 ktgy

MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 2 4 8



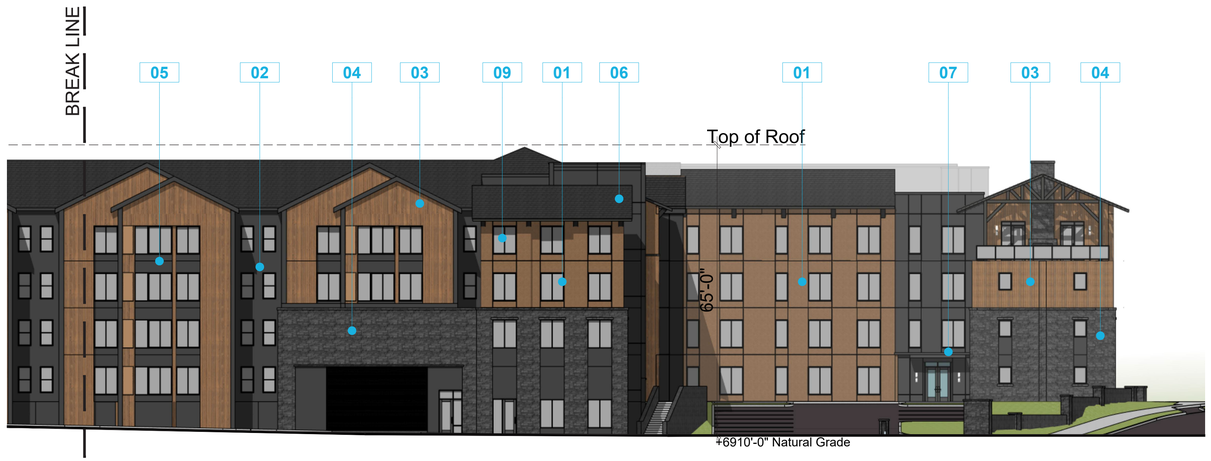
KEY ELEVATION - N.T.S.



KEY PLAN - N.T.S.



EAST ELEVATION



EAST ELEVATION

MATERIAL LEGEND

01	STUCCO (BROWN)
02	STUCCO (GRAY)
03	SIDING
04	STONE VENEER
05	CEMENTITIOUS PANEL
06	ROOF TILE
07	METAL CANOPY
08	SIGNAGE
09	VINYL WINDOW
10	STOREFRONT SYSTEM
11	ROLL-UP METAL DOOR

EXTERIOR ELEVATION MATERIAL TABULATION

Elevation	East		North		South		West		Total	
Wood Siding	9212	25%	6035	43%	1451	21%	9768	24%	26466	27%
Stucco	6810	19%	2840	20%	1100	16%	9735	24%	20485	21%
Stone Veneer	3725	10%	816	6%	1805	26%	1658	4%	8004	8%
Cementitious Panel	16449	45%	4502	32%	2460	36%	19297	48%	42708	44%
Total Area	36196	100%	14193	100%	6816	100%	40458	100%	97663	100%

NOTE:
ALL SIGNAGE SHOWN IS CONCEPTUAL AND MAY BE ADJUSTED AS THE DESIGN OF THE BUILDING DEVELOPS.

THE COLOR OF THE EXTERIOR FINISHES MAY BE ADJUSTED AS THE DESIGN OF THE BUILDING DEVELOPS, BUT THE OVERALL DESIGN CONCEPT WILL REMAIN THE SAME.

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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 8 16 32

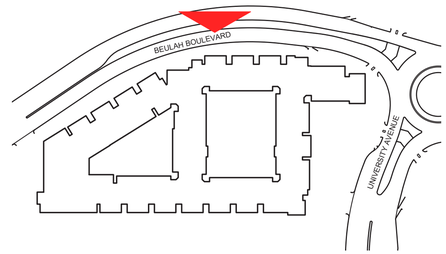
ELEVATIONS

13

09/18/2025



KEY ELEVATION - N.T.S.



KEY PLAN - N.T.S.



MATERIAL LEGEND

01	STUCCO (BROWN)
02	STUCCO (GRAY)
03	SIDING
04	STONE VENEER
05	CEMENTITIOUS PANEL
06	ROOF TILE
07	METAL CANOPY
08	SIGNAGE
09	VINYL WINDOW
10	STOREFRONT SYSTEM
11	ROLL-UP METAL DOOR

EXTERIOR ELEVATION MATERIAL TABULATION

Elevation	East		North		South		West		Total	
Wood Siding	9212	25%	6035	43%	1451	21%	9768	24%	26466	27%
Stucco	6810	19%	2840	20%	1100	16%	9735	24%	20485	21%
Stone Veneer	3725	10%	816	6%	1805	26%	1658	4%	8004	8%
Cementitious Panel	16449	45%	4502	32%	2460	36%	19297	48%	42708	44%
Total Area	36196	100%	14193	100%	6816	100%	40458	100%	97663	100%

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WEST ELEVATION

WEST ELEVATION **ELEVATIONS**

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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 8 16 32



NORTH ELEVATION



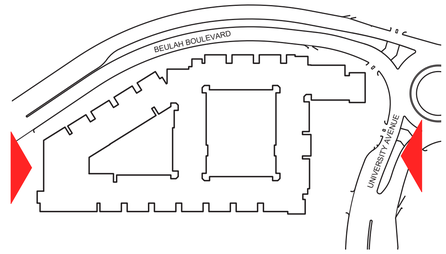
SOUTH ELEVATION

EXTERIOR ELEVATION MATERIAL TABULATION

Elevation	East		North		South		West		Total	
Wood Siding	9212	25%	6035	43%	1451	21%	9768	24%	26466	27%
Stucco	6810	19%	2840	20%	1100	16%	9735	24%	20485	21%
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KEY PLAN - N.T.S.

MATERIAL LEGEND

01	STUCCO (BROWN)
02	STUCCO (GRAY)
03	SIDING
04	STONE VENEER
05	CEMENTITIOUS PANEL
06	ROOF TILE
07	METAL CANOPY
08	SIGNAGE
09	VINYL WINDOW
10	STOREFRONT SYSTEM
11	ROLL-UP METAL DOOR

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MILLTOWN MIXED USE
FLAGSTAFF, AZ

0 8 16 32

ELEVATIONS



PARTIAL SOUTH ELEVATION



PARTIAL EAST ELEVATION

EXTERIOR MATERIAL LOG			
Drawing Material Key	Material Description	Product/Color	Manufacturer
1.1	Stucco	SW 6095 Toasty LRV: 19	Sherwin Williams
1.2	Stucco	SW 9600 Armory LRV: 5	Sherwin Williams
2.1	Siding	Hardie Panel, Sierra 8 Texture Painted to Match brown stucco LRV: 19	James Hardie
3.1	Stone	Country Ledgestone, Gunnison LRV: 5	Cultured Stone
3.2	Cementitious Panel	Artisan Architectural Panel Painted to Match Gray stucco (SW 9600 Armory) LRV: 5	James Hardie
4.1	Metal Canopy	Custom, Black LRV: 10	Reynobond
4.2	Metal Roll-Up Door	Black LRV: 10	Overhead Door
4.3	Metal Storefront System	Anodized Plus, "Dark Bronze" YB5N LRV: 5	YKK
5.1	Vinyl Window and Door System	Bronze LRV: 6	MI Windows
6.1	Signage	TBD	TBD
7.1	Asphalt Shingle Roof	Landmark, Moire Black, SRI (Solar Reflectance Index): 17 LRV: 10	Certainteed

1.1
STUCCO
SMOOTH FINISH
SW 6095 TOASTY
(SHERWIN WILLIAMS)



1.2
STUCCO
SMOOTH FINISH
SW 9600 ARMORY
(SHERWIN WILLIAMS)



2.1
SIDING
HARDIE PANEL
SIERRA 8 TEXTURE
PAINTED TO MATCH STUCCO (1.1)



3.1
STONE
CULTURED STONE
COUNTRY LEDGESTONE
GUNNISON



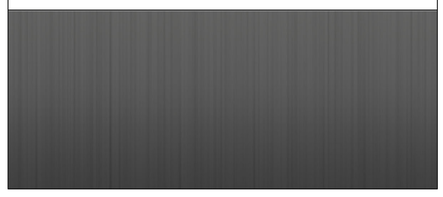
3.2
CEMENTITIOUS PANEL
HARDIE ARTISAN PANEL
PAINTED TO MATCH STUCCO (1.2)



4.1
METAL CANOPY
REYNOBOND
CUSTOM BLACK



4.2
METAL ROLL-UP DOOR
OVERHEAD DOOR
BLACK



4.3
METAL STOREFRONT SYSTEM
ANODIZED PLUS
DARK BRONZE



5.1
VINYL WINDOW AND DOOR SYSTEM
MI WINDOWS
BRONZE



7.1
ASPHALT SHINGLE ROOF
CERTAINTEED
LANDMARK
MOIRE BLACK

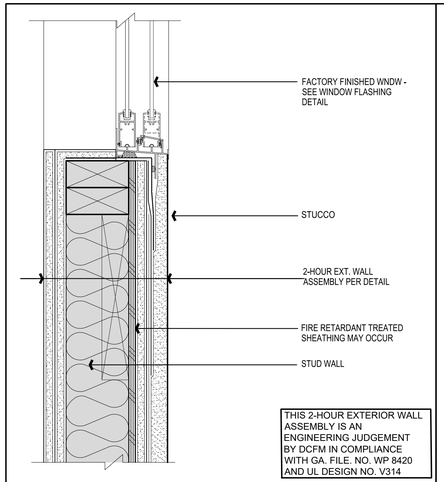


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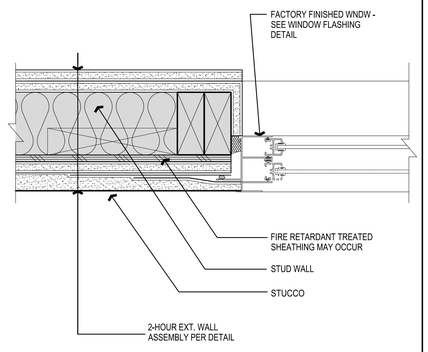
MATERIAL BOARD

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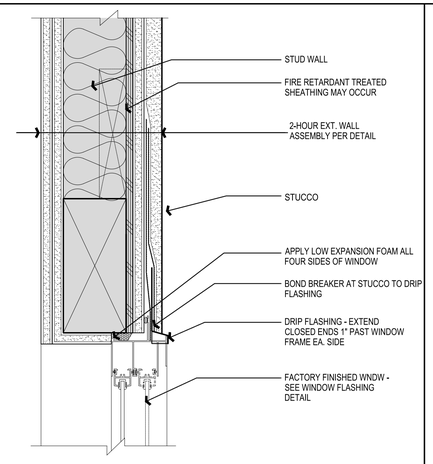
MILLTOWN MIXED USE
FLAGSTAFF, AZ



WINDOW SILL (STUCCO)



WINDOW JAMB (STUCCO)



WINDOW HEAD (STUCCO)

LEGEND

WRB	WEATHER RESISTIVE BARRIER FORTIFIBER 60 MINUTE SUPER JUMBO TEX
SAF	SELF ADHERED FLASHING FORTIFIBER FORTIFLASH 25 MIL U.N.O.
NOF	NAIL ON FLASHING FORTIFIBER MOISTOP NEXT
SEALANT	FORTIFIBER MOISTOP SEALANT

GENERAL NOTES

1. VERIFY WINDOW INSTALLATION WITH WINDOW MANUFACTURER'S WRITTEN INSTRUCTIONS. PROVIDE FIELD MOCKUP OF WINDOW INSTALLATION FOR APPROVAL BY OWNER.
2. UNLESS SUPERSEDED BY WINDOW MANUFACTURER, THE ROUGH OPENING SHOULD BE 1/2" GREATER IN WIDTH AND HEIGHT THAN THE NET FRAME SIZE OF THE WINDOW.
3. VERIFY ROUGH OPENING IS SQUARE, PLUMB, AND LEVEL. WINDOW SILL TO BE SET UPON LEVEL FRAMING SILL WITH CONTINUOUS SUPPORT.
4. SUBSTRATES SHALL BE CLEAN , DRY, PRIMED AS REQUIRED, AND UNIFORM/SMOOTH PRIOR TO FLASHING APPLICATION.
5. WANED LUMBER WILL NOT BE USED @ ROUGH OPENINGS LOCATIONS.
6. FIELD VERIFY ALL DIMENSIONS PRIOR TO CUTTING AND INSTALLING FLASHING COMPONENTS. VERIFY MANUFACTURER REQUIREMENTS.
7. PROVIDE MINIMUM 12" SOLID WOOD BACKING OR SHEATHING AT ALL SIDES OF OPENING TO SECURE FLASHING.
8. ADHERE SELF ADHERED FLASHING TO CLEAN DUST FREE BACKING TYPICAL.
9. USE CHEMICALLY COMPATIBLE PRIMERS, WRB, AND SEALANT WITH THE ADHESIVE SIDE OF THE SELF-ADHERED FLASHING AS REQUIRED BY MANUFACTURER.
10. NAILS TO BE NO MORE THAN 16" ON CENTER OR AS REQUIRED BY MANUF.
11. NO NAILS SHALL BE BENT OVER THE NAILING FIN TO SECURE WINDOW

TYPICAL WINDOW DETAILS



MAIN ENTRANCE



BEULAH STREET SCENE


FROM ROUNDABOUT
ALONG BEULAH BLVD



UNIVERISTY AVENUE
VIEW

UNIVERSITY AVENUE VIEW



EASTERN ELEVATION VIEW



AMENITY CORNER AT
BEULAH ENTRANCE