STL 290 MASTER PLAN – COMBINED NARRATIVE

CASES: PZ-25-00159-01 & PZ-25-00159-02

CONTACT: HTURBY@SYMMETRYCOMPANIES.COM

PUBLIC HEARING VERSION - FALL 2026



RI COVER SHEET

DEVELOPMENT TEAM

PROPERTY OWNER | STL405, LLC
C/O SYMMETRY COMPANIES
8601 SCOTTSDALE ROAD, STE 335
SCOTTSDALE, ARIZONA 85253
(602) 616-6828
TSEVERSON@SYMMETRYCOMPANIES.COM

APPLICANT | SYMMETRY COMPANIES
HILLARY TURBY
8601 SCOTTSDALE ROAD, STE 335
SCOTTSDALE, ARIZONA 85253
(512) 636-2117
HTURBY@SYMMETRYCOMPANIES.COM

DEVELOPER | SYMMETRY COMPANIES
PETER BURGER AND TODD SEVERSON
8601 SCOTTSDALE ROAD, STE 335
SCOTTSDALE, ARIZONA 85253
(602) 616-6828
TSEVERSON@SYMMETRYCOMPANIES.COM

DEVELOPER | CAPSTONE HOMES
BRIAN RHOTON
3605 SOUTH FLAGSTAFF RANCH ROAD
FLAGSTAFF, ARIZONA 86005
(855) 928-1100
BRHOTON@CAPSTONEHOMESAZ.COM

LAND PLANNER | VITA
SCOTT PESSIN AND TODOR SPASOV
4307 N. CIVIC CENTER PLAZA
SCOTTSDALE, ARIZONA 85251
(602) 327-9995
TSPASOV@VITAINC.COM

LEGAL REPRESENTATIVE | GAMMAGE & BURNHAM
LINDSAY SCHUBE & SEAN KRIEG
40 NORTH CENTRAL AVENUE, 20TH FLOOR
PHOENIX, ARIZONA 85004
(602) 256-4471
LSCHUBE@GBLAW.COM

TRAFFIC ENGINEER | CIVTECH
DAWN CARTIER
10605 N. HAYDEN ROAD, SUITE 140
SCOTTSDALE, ARIZONA 85260
(480) 659-4250
DCARTIER@CIVTECH.COM

ENGINEER | WOOD PATEL
DAN CRONIN AND MIKE YOUNG
2501 WEST NORTHERN AVENUE, SUITE 100
PHOENIX, ARIZONA 85021
(602) 335-8550
DCRONIN@WOODPATEL.COM

LANDSCAPE ARCHITECT | GREEY PICKETT
WENDELL PICKETT
7144 EAST STETSON DRIVE, SUITE 205
SCOTTSDALE, ARIZONA 85251
(480) 609-0009
WPICKETT@GREEYPICKETT.COM

MARKET ANALYSIS | GRUEN GRUEN & ASSOCIATES
1160 MISSION ST, UNIT 2204
SAN FRANCISCO, CALIFORNIA 94103
(415) 433-7598
WWW.GGASSOC.COM

PROPERTY DATA

PROJECT NAME: STL 290 RI Missing Middle Rezone
CASE NUMBER: PZ-25-00159-01
SITE ADDRESS: 139.0 Acres of State Land Department Certificate #53-120834
SITE AREA (ACRES): 139.0
PROPOSED RESIDENTIAL UNITS & DENSITY: 315-721 Units - 443 Target (3.69 du/ac Overall Density)
PROPOSED BUILDING TYPES: Single-Family, Single-Family Attached, Duplex, Triplex, Townhomes, Condos
EXISTING ZONING CLASSIFICATION: Rural Residential - Resource Protection Overlay (RR-RPO)
PROPOSED ZONING CLASSIFICATION: Single Family Residential - Resource Protection Overlay (RI-RPO)
EXISTING REGIONAL PLAN CLASSIFICATION: Suburban Neighborhood
PROPOSED REGIONAL PLAN CLASSIFICATION: Suburban Neighborhood
PUBLIC HEARING VERSION - Fall 2026

SC/HC/MR COVER SHEET

DEVELOPMENT TEAM

PROPERTY OWNER | STL405, LLC
C/O SYMMETRY COMPANIES
8601 SCOTTSDALE ROAD, STE 335
SCOTTSDALE, ARIZONA 85253
(602) 616-6828
TSEVERSON@SYMMETRYCOMPANIES.COM

APPLICANT | SYMMETRY COMPANIES
HILLARY TURBY
8601 SCOTTSDALE ROAD, STE 335
SCOTTSDALE, ARIZONA 85253
(512) 636-2117
HTURBY@SYMMETRYCOMPANIES.COM

DEVELOPER | SYMMETRY COMPANIES
PETER BURGER AND TODD SEVERSON
8601 SCOTTSDALE ROAD, STE 335
SCOTTSDALE, ARIZONA 85253
(602) 616-6828
TSEVERSON@SYMMETRYCOMPANIES.COM

DEVELOPER | CAPSTONE HOMES
BRIAN RHOTON
3605 SOUTH FLAGSTAFF RANCH ROAD
FLAGSTAFF, ARIZONA 86005
(855) 928-1100
BRHOTON@CAPSTONEHOMESAZ.COM

LAND PLANNER | VITA
SCOTT PESSIN AND TODOR SPASOV
4307 N. CIVIC CENTER PLAZA
SCOTTSDALE, ARIZONA 85251
(602) 327-9995
TSPASOV@VITAINC.COM

LEGAL REPRESENTATIVE | GAMMAGE & BURNHAM
LINDSAY SCHUBE & SEAN KRIEG
40 NORTH CENTRAL AVENUE, 20TH FLOOR
PHOENIX, ARIZONA 85004
(602) 256-4471
LSCHUBE@GBLAW.COM

TRAFFIC ENGINEER | CIVTECH
DAWN CARTIER
10605 N. HAYDEN ROAD, SUITE 140
SCOTTSDALE, ARIZONA 85260
(480) 659-4250
DCARTIER@CIVTECH.COM

ENGINEER | WOOD PATEL
DAN CRONIN AND MIKE YOUNG
2501 WEST NORTHERN AVENUE, SUITE 100
PHOENIX, ARIZONA 85021
(602) 335-8550
DCRONIN@WOODPATEL.COM

LANDSCAPE ARCHITECT | GREEY PICKETT
WENDELL PICKETT
7144 EAST STETSON DRIVE, SUITE 205
SCOTTSDALE, ARIZONA 85251
(480) 609-0009
WPICKETT@GREEYPICKETT.COM

MARKET ANALYSIS | GRUEN GRUEN & ASSOCIATES
1160 MISSION ST, UNIT 2204
SAN FRANCISCO, CALIFORNIA 94103
(415) 433-7598
WWW.GGASSOC.COM

PROPERTY DATA

PROJECT NAME: STL 290 SC/HC/MR- Commercial Rezone & Minor Regional Plan Amendment

CASE NUMBER: PZ-25-00159-01 & PZ-25-00159-02

SITE ADDRESS: 72.14 Acres of State Land Department Certificate #53-120834

SITE AREA (ACRES): 72.14

PROPOSED RESIDENTIAL UNITS/DENSITY/BUILDING TYPES/COMMERCIAL: 280-554 (316 target)/ Overall Density 7.75/ Condos and Garden Apartments on MR, Multi-Family, SFA, & Condos above Commercial Units on SC, 80,000 SqFt of Commercial

EXISTING ZONING CLASSIFICATION: Rural Residential - Resource Protection Overlay (RR-RPO)

PROPOSED ZONING CLASSIFICATION: Suburban Commercial (SC-RPO)/ Highway Commercial (HC-RP) & Medium Density Residential (MR-RPO)

EXISTING REGIONAL PLAN CLASSIFICATION: Suburban Neighborhood with Activity Center (SI2) and (SI7)

PROPOSED REGIONAL PLAN CLASSIFICATION: Suburban Neighborhood with a Relocation of (SI2), Removal of SI7 and use of existing JWP Suburban Corridor, and a Realignment of Map 25 (Road Network Illustration) creating a Suburban Corridor at the corner of JW Powell BLVD and the Ponavera Boulevard

PUBLIC HEARING VERSION - Fall 2026

TABLE OF CONTENTS

I. VISION & OBJECTIVE | 5

II. LOCATION & CONTEXT | 6

III. REGIONAL PLAN OVERVIEW | 7

A. 11-10.10.020.H Requirements | PAGE 11

IV. DEVELOPMENT PROPOSAL | 17

A. Land Use & Program | PAGE 17

B. Open Space & Civic Space | PAGE 25

C. Vehicular Access & Circulation | PAGE 30

D. Pedestrian & Bicycle Network | PAGE 30

E. Resource Protection Overlay | PAGE 33

F. Landscaping | PAGE 34

G. Architecture | PAGE 34

H. Outdoor Lighting | PAGE 40

I. Infrastructure | PAGE 41

J. Utilities | PAGE 42

K. Public Services | PAGE 42

L. Public Transit | PAGE 42

M. Wildfire Reduction & Forested Open Space Management | PAGE 45

N. Construction Logistics | PAGE 45

O. Phasing | PAGE 45

P. Workforce Housing Contribution | PAGE 48

Q. Sustainable Building Practices | PAGE 48

R. Project Benefit to Public & Community | PAGE 50

S. Findings For Zoning Map Amendment | PAGE 51

T. Conclusion | PAGE 53

Appendix A - Regional Plan Compliance | 54

Appendix B - Regional Plan Amendment Summary | 75

Appendix C - Legal Description | 79







I. VISION & OBJECTIVE

Symmetry Companies, in partnership with Capstone Homes, is advancing a unified vision for the State Trust Land 290 Master Plan, an environmentally forward, experience-driven community that builds upon the success of Pine Canyon and celebrates Flagstaff's natural beauty. The STL 290 Master Plan envisions an elevated lifestyle and mixed-use community that integrates diverse housing opportunities, visitor accommodations, neighborhood-scale commercial services, and extensive natural and recreational open spaces along the expanded John Wesley Powell Boulevard corridor.

Together, Symmetry and Capstone propose a master-planned development of approximately 290 acres of currently underutilized State Trust Land located within a future suburban activity zone along a major transportation corridor. The project will feature a network of interconnected neighborhoods and public spaces designed to foster a balanced relationship between people, the environment, and the economy. Land uses, including residential, lodging, commercial, and open space, are organized around an integrated open-space and trail framework that connects to the Arizona Trail and regional recreation system.

Scope of the Regional Plan Amendment

To implement this vision, four Minor Regional Plan Amendments are proposed in conjunction with two coordinated rezonings. The amendment includes:

- Relocation of Activity Center S12 to the lodge-based mixed-use core of STL 290, where multimodal access, topography,

and land use relationships best support a walkable Activity Center consistent with the Regional Plan.
- Refinements to Map 25 (Place Types & Corridors) to align the Regional Plan's depiction of corridors, place types, and development intensities with the circulation network and land use pattern established in the Specific Plan.
- Remove Activity Center S17 because the existing designation of J.W. Powell as a Suburban Corridor better aligns with site constraints, including topography, resource considerations, the planned circulation framework centered on J.W. Powell Boulevard, and the planned commercial in DA20.

This description summarizes the amendment's scope; full details and policy analysis are provided in Section III and Appendix A, and B.

To implement the overall master plan, two rezonings are required.
- The first rezoning applies to Development Areas 2, 4, 6, 9, 10, 11, 14, 15, 17, and 19—totaling approximately 139 acres—to be rezoned from Rural Residential (RR) to Single-Family Residential, Resource Protection Overlay (R1-RPO). These areas will accommodate between 315-721 (443 target) homesites, clustered to preserve topography, forest resources, and drainageways while maintaining neighborhood and open-space connections.
- The second rezoning applies to Development Areas 1, 5, 7, 8, 13, and 20—totaling approximately 72.14 acres—to be rezoned from RR to SC-RPO, HC-RPO, and MR-RPO. These areas will include up to 554 (316 target) residential units, an 80–200 key lodge, and over 80,000 square feet of commercial and retail space. The Minor Regional Plan Amendment aligns this mixed-use pattern with the relocated Activity Center S12 to create an accessible, compact, walkable destination consistent with the Regional Plan's Activity Center framework.

Collectively, the rezonings and Minor Regional Plan Amendment will enable the creation of a complete, mixed-use community that embodies the principles of sustainability, housing diversity, and walkability envisioned in the Regional Plan. The STL 290 Master Plan's balanced land use strategy ensures that residential, commercial, and recreational areas are tied together with a coherent network of roads, trails, and open spaces,supporting compact growth, resource conservation, and community character. Approval of these requests advances the City's long-term goals for housing choice, economic vitality, and environmental stewardship.

II. LOCATION & CONTEXT

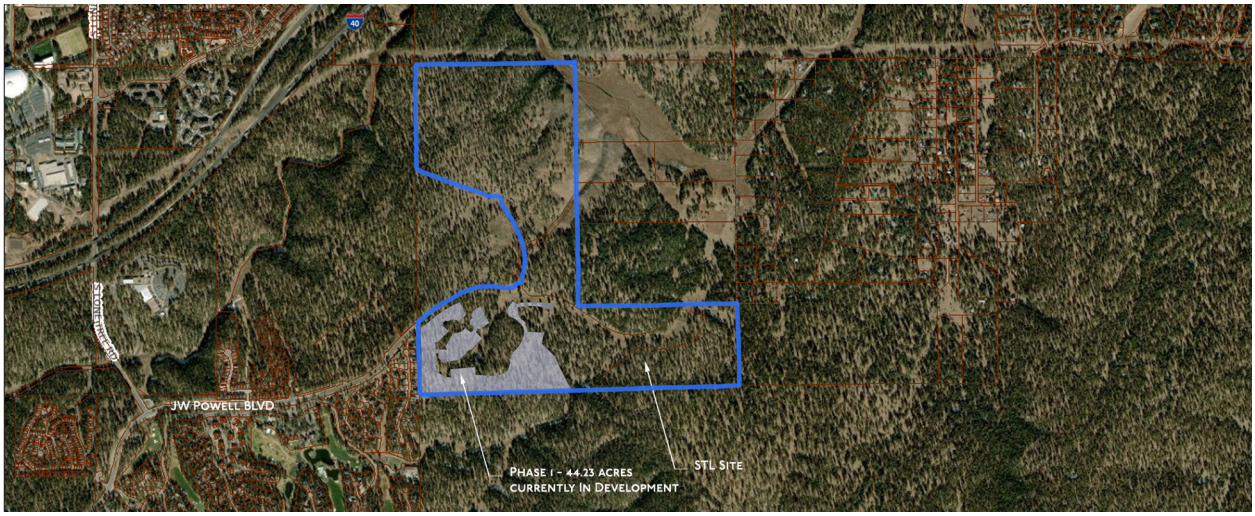
Symmetry Companies, in partnership with Capstone Homes, is the owner and co-developer of approximately 290 acres of State Trust Land, including 139 acres proposed for Single-Family Residential, Resource Protection Overlay (R1-RPO) and 72.14 acres proposed for Suburban Commercial, Highway Commercial, and Medium Density Residential Resource Protection Overlay (SC-RPO, HC-RPO, and MR-RPO). The property is generally located northeast of Pine Canyon Estates along the John Wesley Powell Boulevard alignment, south of Interstate 40 and east of the Lone Tree Road alignment, as shown on the accompanying Aerial Map and legally described in Appendix C – Legal Description.

The property lies entirely within the City of Flagstaff's 2030 Regional Plan Urban Growth Boundary, City limits, and the Flagstaff Metropolitan Planning Organization (FMPO) boundary. In general, the 290-acre site is surrounded to the north and east by vacant, undeveloped property zoned Estate Residential – Resource Protection Overlay (ER-RPO) and owned by Little America; to the northeast by the Rio de Flag wash corridor; to the south by the Coconino National Forest; to the southwest by the Pine Canyon Estates master-planned community zoned R1-RPO; and to the west by the Juniper Point community zoned RR-RPO. Moving further outward, to the north are the Little America Hotel (zoned Highway Commercial [HC]) and Interstate 40, and to the east is the Canyon del Rio development, planned for a mix of commercial, high-density, and single-family residential uses.

Internally, the R1 Development Areas are strategically positioned along the internal collector streets and primary circulation corridors to take advantage of multimodal access

and proximity to neighborhood amenities. These neighborhoods are intentionally clustered closest to the commercial and mixed-use areas to create energy, activity, and a consistent presence around the Activity Center (DA 5) and Commercial Village (DA 13), a design approach that directly supports the Regional Plan's guidance for creating vibrant, connected activity hubs.

Likewise, the SC, HC, and MR Development Areas, located along major transportation corridors such as John Wesley Powell Boulevard and Ponavera Boulevard, are oriented to capitalize on visibility, accessibility, and connectivity. This placement promotes a walkable, transit-ready, and economically resilient community, aligning higher-intensity uses with existing and planned infrastructure. Together, the coordinated land use framework reinforces a well-connected, efficient, and sustainable development pattern consistent with Flagstaff's regional goals for growth management, transportation efficiency, housing diversity, and sustainable land use.



AERIAL MAP

III. REGIONAL PLAN OVERVIEW

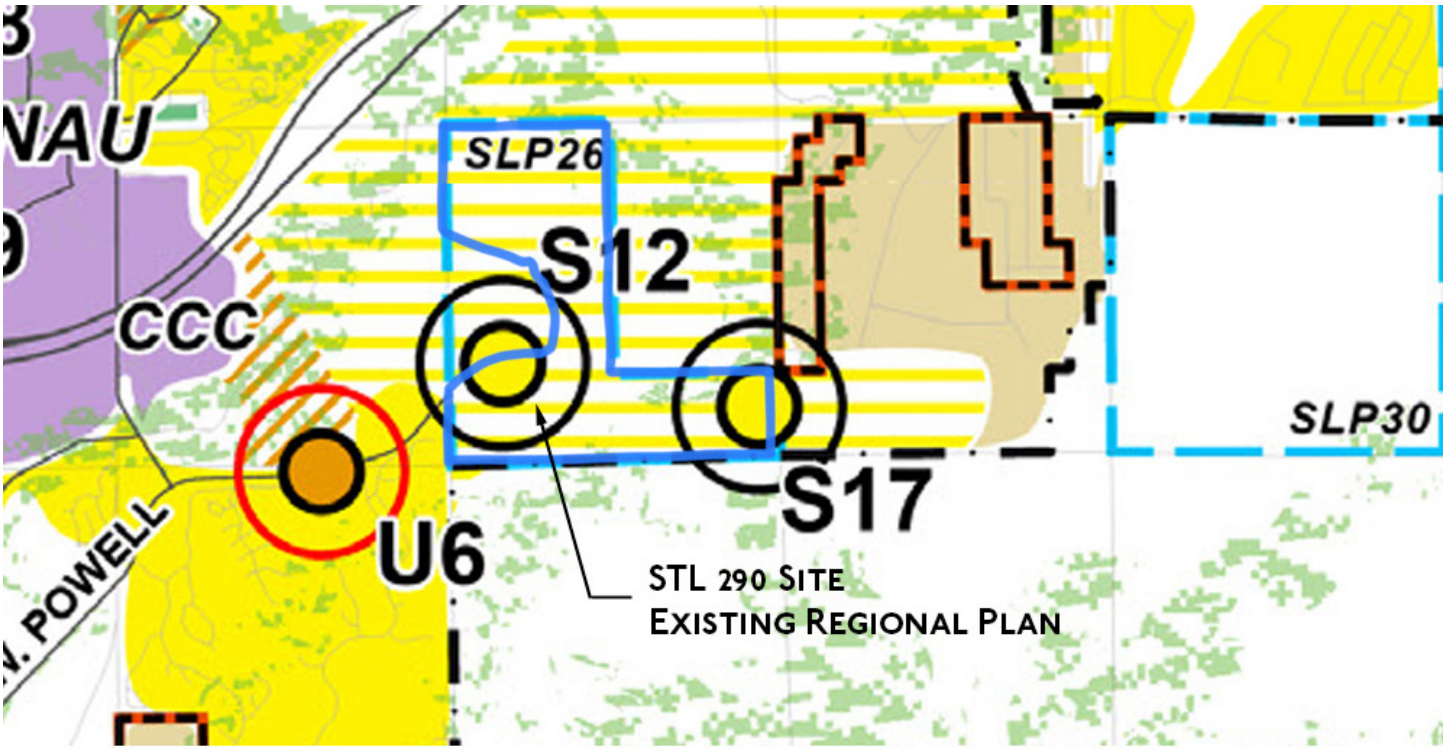
The Flagstaff Regional Plan 2030 establishes the community's long-term vision for what the region could and should be for future generations, providing a regional framework for preserving and enhancing the community's character and natural environment while accommodating appropriate growth and development.

The Property is located within the City's Urban Growth Boundary, City limits, and the Flagstaff Metropolitan Planning Organization (FMPO) boundary. The Regional Plan's Growth Illustration designates the site as Suburban – Neighborhood with two Suburban Activity Centers (S12 and S17), reflecting an expectation for increased intensity and mixed-use development in proximity to major corridors, including John Wesley Powell Boulevard and Ponavera Boulevard.

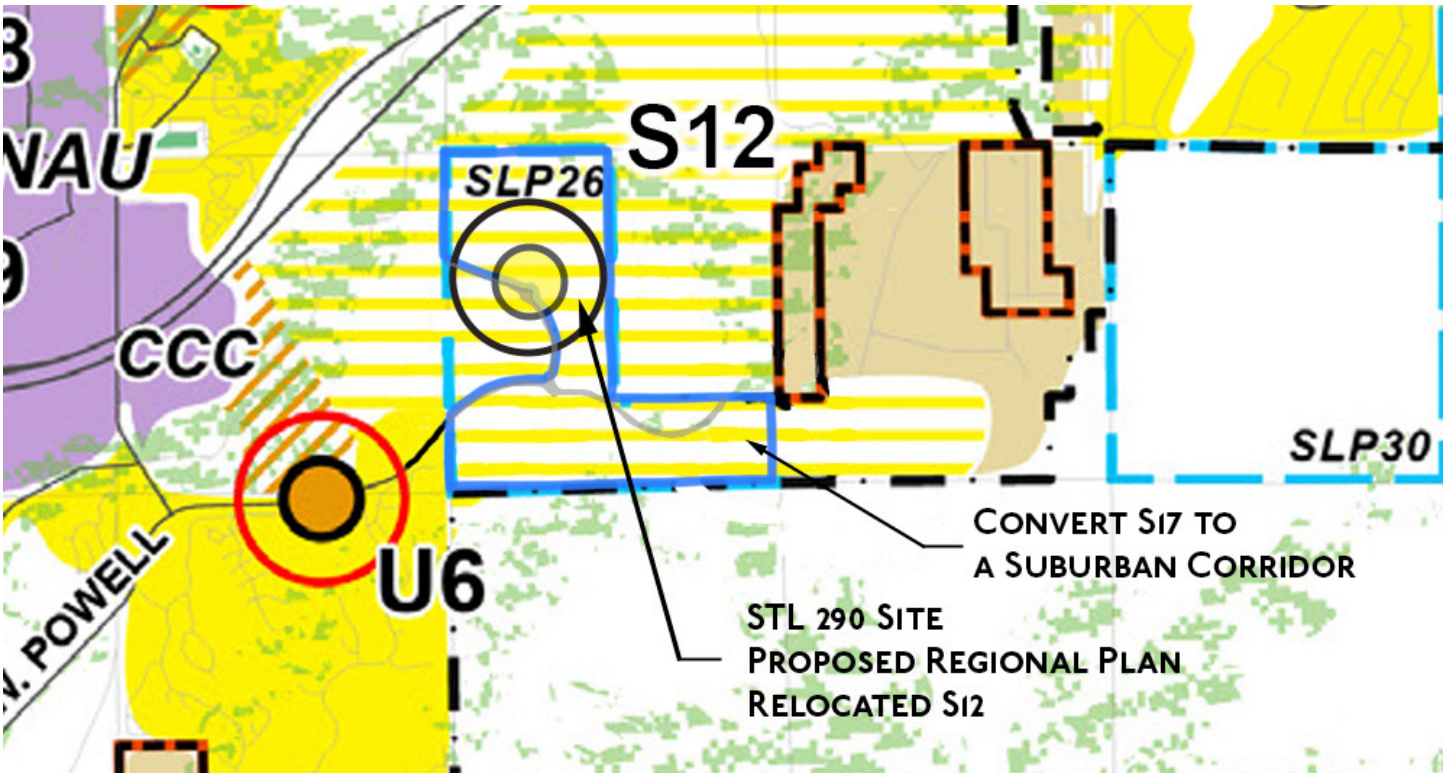
The STL 290 Master Plan implements this framework through a compact, connected land use pattern that integrates housing, lodging, commercial uses, and open space. The proposed development meets or exceeds Regional Plan density expectations, with higher-intensity uses located near corridors and activity areas, and lower-intensity residential neighborhoods transitioning into preserved open space. This approach supports walkability, reduces vehicle dependence, and promotes efficient use of infrastructure while maintaining the site's natural character.

A comprehensive analysis of Regional Plan goals and policies, included in Appendix A and B, demonstrates that the STL 290 Master Plan is consistent with the City's objectives related to housing diversity, economic development, land use efficiency, transportation, and environmental stewardship.

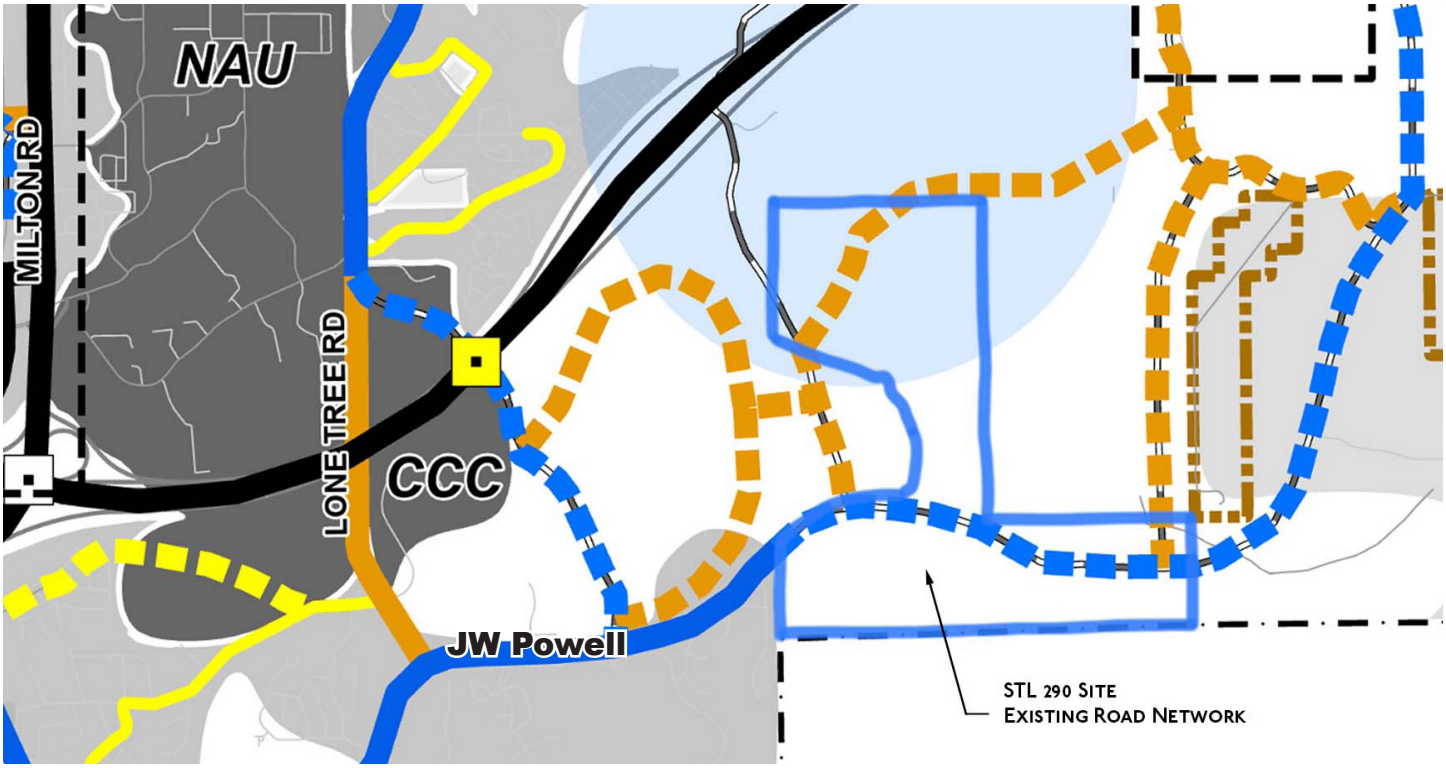
To fully implement this vision, Minor Regional Plan



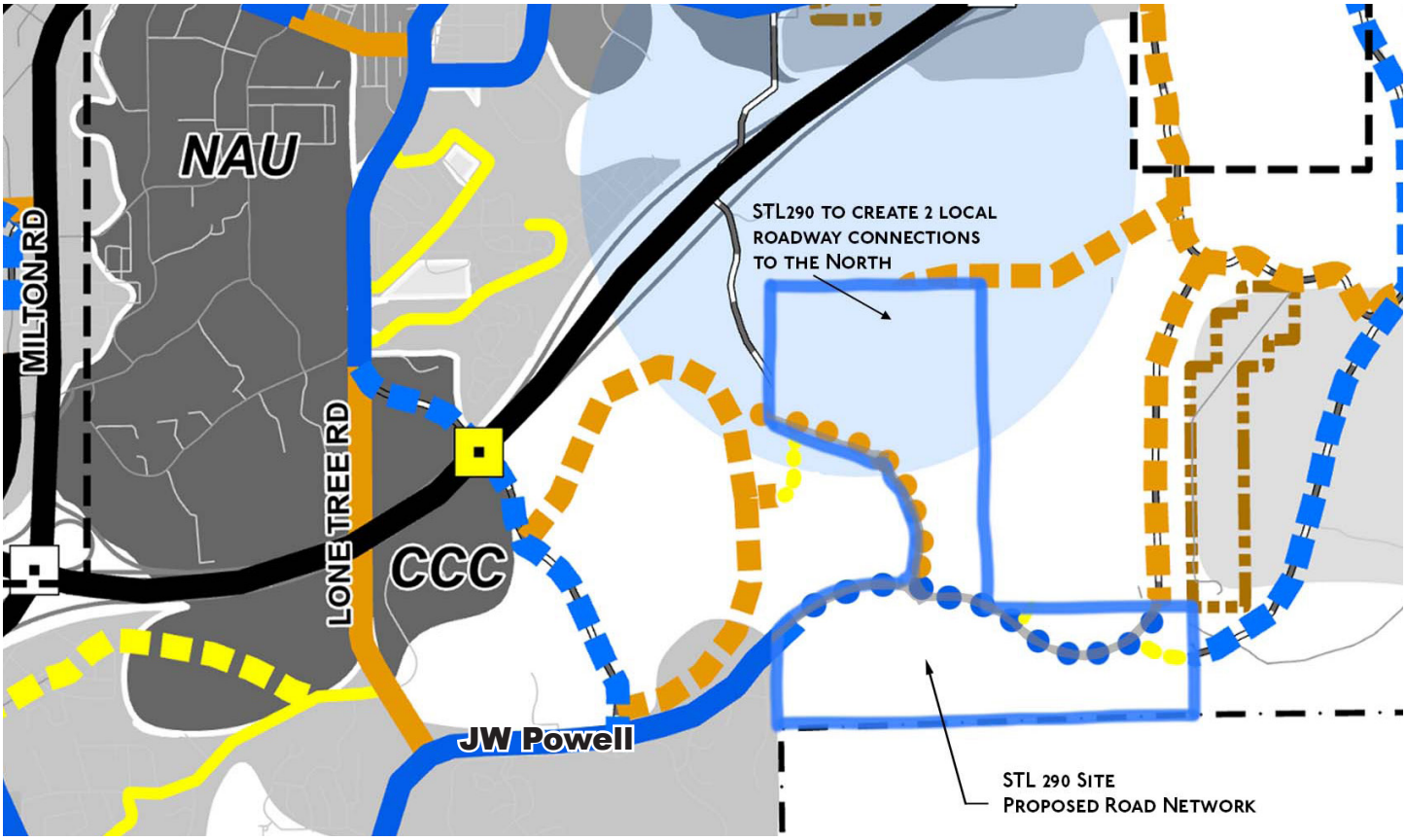
EXISTING REGIONAL PLAN MAP



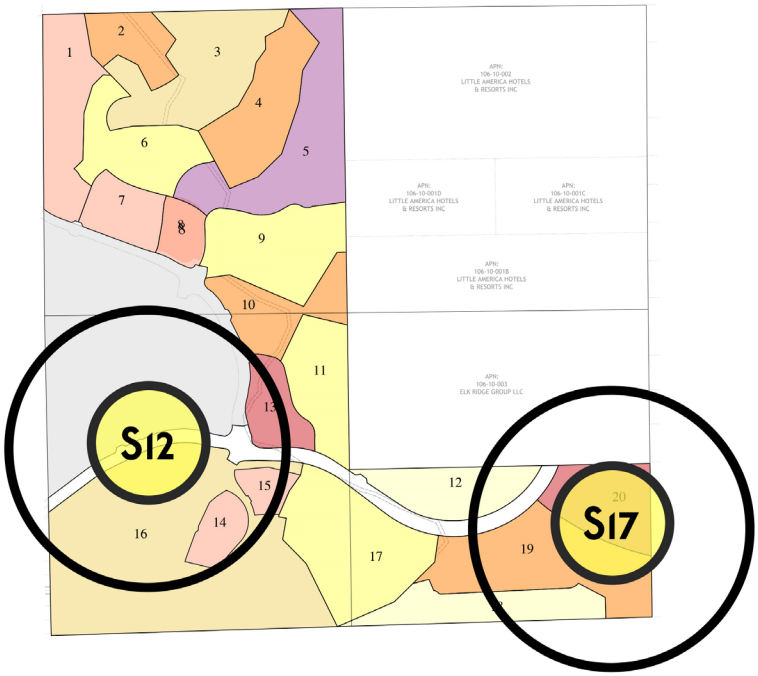
PROPOSED REGIONAL PLAN MAP



EXISTING ROAD NETWORK MAP

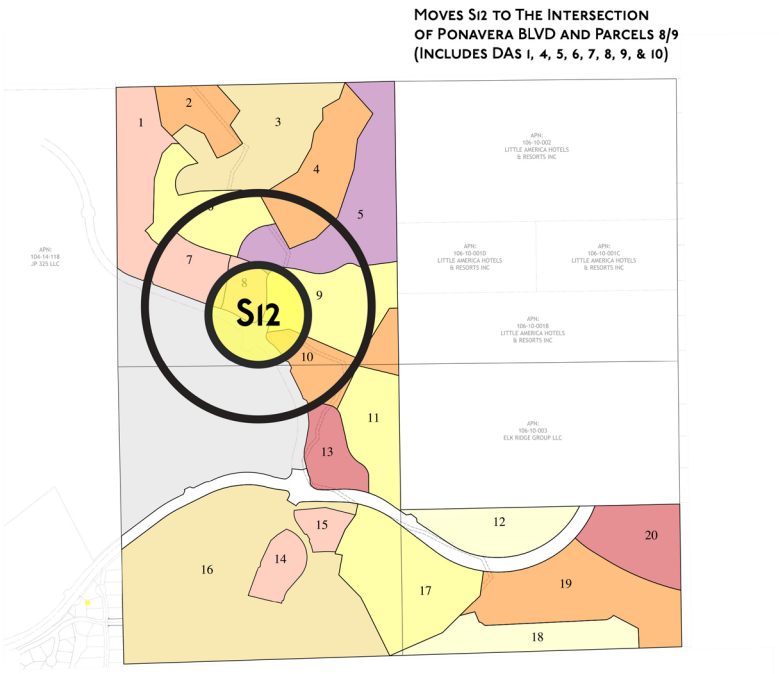


PROPOSED ROAD NETWORK MAP



STL 290 Site
Existing Activity Centers

EXISTING ACTIVITY CENTERS MAP



STL 290 Site
Proposed Activity Centers

PROPOSED ACTIVITY CENTERS MAP

*Colors shown on graphic above represent Land Use and not Zoning. Please see Land Use graphic or Illustrative graphic for all Land Use and Zoning classifications.

Amendments are being processed concurrently with the rezoning. These amendments include:

- Relocate Suburban Activity Center S12 to approximately 23.4 acres (Development Area 5) in the northeast portion of the site;
- Amend Map 25 – Road Network Illustration to reflect the planned Suburban Corridor and establish a Commercial Village at the intersection of John Wesley Powell Boulevard and Ponavera Boulevard; and
- Remove Activity Center S17 because the existing designation of JWP as a Suburban Corridor better aligns with site constraints, including topography, resource considerations, and the planned circulation framework centered on J.W. Powell Boulevard.

The resulting development pattern emphasizes graduated intensity, multimodal connectivity, and the integration of natural systems as organizing elements. Development is clustered to preserve forest resources, drainageways, and wildlife corridors, while a connected network of parks, trails, and designated open space reinforces both ecological function and community identity.

Through these coordinated rezonings and Regional Plan amendments, the STL 290 Master Plan demonstrates clear conformance with the Regional Plan 2030. The project advances the City's goals for compact growth, environmental stewardship, housing diversity, tourism, and economic vitality, ensuring that the site contributes meaningfully to Flagstaff's long-term vision for a connected, sustainable, and resilient community.

A. 11-10.10.020.H Requirements

i. Executive Summary

The proposed Minor Regional Plan Amendment relocates Activity Center S12 to be situated at the intersection of Ponavera BLVD and DAs 8/9. The amendment also updates Map 25 to reflect this adjustment, ensuring consistency between the Regional Plan's Activity Center framework and STL 290's thoughtfully designed development pattern. This relocation optimizes land use, protects valuable natural resources, and avoids inefficient or incompatible development.

The STL 290 Master Plan advances the goals of the Flagstaff Regional Plan by integrating a lodge and visitor-serving amenities as a central feature of the community. Locating the Suburban Activity Center at this focal point strengthens the role of hospitality and recreation as anchors for a compact, walkable, and balanced mix of uses. The lodging component will be strategically adjacent to the residential and commercial districts of the plan and will be linked through an interconnected network of roads, sidewalks, and trails, creating a seamless relationship between living, working, shopping, and visitor experiences.

The Activity Center will be designed to provide lodging, dining, retail, and event amenities that support both residents and visitors, while enhancing access to surrounding recreational assets. By directly connecting to trail systems, open spaces, and the Arizona Trail, the relocated Activity Center will serve as a true gateway for tourism and outdoor recreation. It will also contribute to the community's economic vitality by linking hospitality, recreation, and residential components within a cohesive and sustainable development pattern.

This relocation optimizes land use, protects valuable natural resources, and avoids inefficient or incompatible development.

The amendment also removes Activity Center S17 as the Suburban Corridor created by the J.W. Powell better aligns with site constraints and the planned circulation framework, while maintaining the overall land use structure envisioned by the Regional Plan.

ii. Site Analysis

An analysis of the site has been conducted to evaluate its physical characteristics, the surrounding land uses within 1,000 feet of the subject property, and the existing character of the broader area. This analysis has been included as a part of Section II – Site Analysis.

iii. Land Use Analysis

The amendments are necessary to ensure that the development pattern reflects the optimal use of land and resources while supporting long-term community and regional planning goals. By moving S12 to its proposed location and situating the lodge within walking distance of the commercial village and near major trails and transportation connections, the STL 290 strengthens the role of this area as a vibrant, multi-functional Activity Center, attracting both residents and visitors. This integration of tourism-oriented infrastructure fulfills the Regional Plan's call for specialized visitor services. It supports Flagstaff's broader economic development goals, particularly in eco-tourism, heritage tourism, and outdoor recreation. The lodge acts as both an economic driver and a community asset, enhancing the experience of STL 290 while reinforcing its regional significance

Placing the Commercial Village within the STL 290 development, along a designated Suburban Corridor, directly supports the vision and policies outlined in the Flagstaff Regional Plan. Suburban Corridors are intended to accommodate higher volumes of both people and vehicles, while supporting mixed-use, higher-intensity development in a form that remains pedestrian- and bicycle-friendly. These corridors are strategically identified to facilitate efficient growth, connectivity, and economic development in key areas of the city.

Locating the Commercial Village along the realigned J.W. Powell Suburban Corridor leverages this framework by placing shops, services, and small-scale employment uses along a transportation spine that is designed to handle increased activity and mobility. The corridor's design, featuring wider roadways, safe pedestrian crossings, and connections to a network of trails and local streets, ensures that the Commercial Village is not only accessible by car, but also by foot, bike, and potentially transit in the future. This aligns with the Regional Plan's focus on multimodal access and safety, even in more auto-oriented areas of the city.

Moreover, this location supports the goals of compact development and place-making by creating a vibrant community hub that serves both residents of STL 290 and the surrounding neighborhoods. With approximately 316 targeted MR housing units planned nearby (within Development Areas 1, 7, 8, and 13), many future residents will have the opportunity to live within walking distance of everyday services, retail, dining, and job opportunities, fulfilling the Plan's vision for walkable, mixed-use Suburban Corridors that support a jobs–housing balance and reduce vehicle miles traveled.

This corridor-based configuration is further reinforced by the removal of Activity Center S17, as the JWP Suburban Corridor created by the J.W. Powell supports a more distributed and context-sensitive pattern of development, and the planned commercial in DA20.

iv. Policy Assessment

The City requests that applicants identify which Regional Plan policies are supported by the proposal and which applicable policies cannot be met. The STL 290 Master Plan strives to meet the Regional Plan's goals to the greatest extent feasible while balancing environmental constraints, topography, infrastructure realities, and community character.

Many Regional Plan goals, particularly those related to water conservation, environmental stewardship, energy efficiency, Activity Centers, and multimodal transportation, are strongly supported.

As with all projects, some policies cannot be met due to topography, forest preservation, or the lodge-based design structure. STL 290, importantly, meets and emphasizes city policies that achieve intended Regional Plan outcomes through a site-appropriate urban form.

This section identifies:

1. Supported Regional Plan policies, and
2. Applicable policies that cannot be met because of the site-specific Activity Center configuration.

Supported Policies

The rezoning requests strongly support numerous Regional Plan policies, including (but not limited to):

Water Conservation & Natural Resources

- Policy WR.3.6 – Use reclaimed water for large turf and irrigated areas.

STL 290 will irrigate parks, common areas, and landscape tracts using reclaimed water, directly advancing efficient water use. A new reclaimed agreement will be needed for the STL 290 property.

- Policy E&C.2 – Preserve natural systems and ecological processes.

Clustered development, open-space corridors, and drainage preservation uphold the natural hydrologic and ecological framework of the site.

- Goal E&C.9 & Policy E&C.9.2 – Protect soils by minimizing disturbance and erosion.

Compact development footprints, aligned roadways, and low-impact trail design reduce compaction, preserve natural drainage, and limit soil disturbance.

Energy Efficiency & Sustainability

- Goal E.1 & Policy E.1.4 – Encourage cost-effective energy efficiency in buildings.

All buildings must meet current code-based energy performance, with opportunities for high-efficiency HVAC, improved envelopes, and weatherization.

- Goal E.2 & Policies E.2.1 and E.2.4 – Support renewable energy and solar readiness.

Buildings are solar-ready, allowing future integration of rooftop PV and other small-scale renewable systems.

- Policy E.1.6 – Promote land use patterns that increase energy efficiency.

The compact, walkable land use pattern reduces vehicle miles traveled and supports multimodal travel.

Environmental & Community Character

- Policy CC.2.3 – Mitigate development impacts on heritage resources.

Procedures consistent with State Land Department requirements ensure that any discovered cultural resources are protected.

- Policy CC.4.4 – Design streets to balance vehicle needs with pedestrian scale and environmental context.

Streets incorporate landscaped parkways, sidewalks, and trail connections that enhance human-scale design and maintain forest character.

Activity Centers

- Policy LU.13.1 – Foster compact, walkable Activity Centers.

The relocated S12 Activity Center is anchored by the lodge and commercial village, offering concentrated, walkable amenities.

- Policy LU.13.3 – Establish pedestrian-oriented Activity Centers.

Continuous pathways, shaded sidewalks, and trail links reinforce pedestrian priority.

- Policy LU.3.1 – Use activity centers and corridors as the structural framework.

The reorganized Activity Center and Suburban Corridor framework, supported by Ponavera Boulevard and J.W. Powell Boulevard, creates a clear land use structure that responds to site conditions.

- Policy LU.5.6 – Distribute density based on access and natural constraints.

Higher-density housing is placed along multimodal corridors, while lower-intensity clusters protect slopes, drainageways, and forests.

Transportation

- Policy T.1.2 – Apply Complete Streets principles.

The plan includes sidewalks, bike lanes, shared-use paths, and traffic-calmed streets.

- Policy T.1.5 – Manage multimodal circulation efficiently and safely.

Pedestrian and bicycle crossings, trail linkages, and clear street design enhance safety across modes.

- Policy T.3.3 – Coordinate transportation with land use patterns.

The Activity Center is not aligned, but it is within 1/4 mile of the Ponavera Boulevard and the JWP corridor for multimodal access.

- Policy T.5.1–5.4 – Expand and improve pedestrian infrastructure.

A robust, connected trail and sidewalk system links all neighborhoods to parks and mixed-use areas.

- Policy T.6.2 – Create a connected bikeway network.

The system integrates with FUTS, neighborhood trails, and the realigned Arizona Trail.

Applicable Policies That Cannot Be Met Due to Activity Center Reconfiguration

The policies listed below are applicable to the site but cannot be met due to topography, forest preservation, drainage constraints, or the lodge-based Activity Center form.

- LU.18.6, LU.18.8, LU.18.10, LU.18.17 – Policies assuming

centralized commercial intensity and a symmetrical Activity Center form

These policies encourage increased residential density within the Activity Center and pedestrian shed and increasing variety and intensity of uses as corridors approach Activity Centers. The STL 290 Activity Center does not fully achieve this conventional intensity pattern. S12 is anchored by a destination lodge and associated visitor-serving uses, while higher-density residential and mixed-use development is located elsewhere within the pedestrian shed and along the surrounding corridor network. This configuration responds to the site's topography, forest resources, drainageways, and the intended lodge setting.

Although these policies are not fully met, the proposed development advances other applicable Regional Plan policies, including LU.18.1 and LU.18.9, which call for Activity Centers to respond to their context and scale; LU.18.2, which supports distinctive identities derived from environmental features, mixed uses, parks and public spaces; LU.18.5, which supports multimodal Activity Centers; and LU.18.15, which specifically recognizes terrain and other physical constraints in establishing pedestrian sheds. The proposal is also consistent with LU.3.3, LU.5.4, LU.13.9, LU.13.10, and LU.13.11, which support resource protection, clustered development, trail connectivity, wildlife corridors, and preservation of open space

Conclusion

The STL 290 Master Plan supports a comprehensive and interconnected set of Regional Plan goals and policies addressing land use, water conservation, environmental stewardship, energy efficiency, activity centers, community character, housing, open space, and multimodal transportation. While certain policies cannot be fully achieved due to the site's topography, natural resource constraints, and lodge-based Activity Center configuration, the overall development pattern strongly advances the broader goals and policy direction of the Regional Plan. The Master Plan represents a context-sensitive approach to growth that balances development with resource protection, infrastructure efficiency, connectivity, and preservation of the natural character that defines the site.

v. Cumulative Impact – Future Growth Illustration

The STL 290 will reinforce the Activity Center framework, introduce complementary Suburban Corridors, and expand suburban-urban place types in a way that is consistent with the City's Future Growth Illustration. It does this in five (5) succinct ways:

1. Activity Center Strengthening - The STL 290 builds upon the City's vision of compact, mixed-use Activity Centers as shown in the Future Growth Illustration. It creates a vibrant focal point south of the City with a commercial village, lodging, and public amenities, while introducing a complementary Suburban Corridor that distributes activity and connectivity in a manner consistent with the Regional Plan.
2. Urban/Suburban Context Expansion - The project adds new suburban-urban neighborhoods in an area identified for growth. This expands the urban service boundary in a planned, contiguous manner, avoiding leapfrog development and maintaining alignment with the City's long-term growth strategy.
3. Diverse Housing and Employment Mix - The STL 290 incorporates a variety of housing types (single-family, townhomes, multifamily, etc.) and a commercial village with employment opportunities. This helps balance housing supply and job distribution, reducing commuting distances and supporting the City's goal for jobs-housing balance.
4. Open Space and Natural Resource Integration - Open space corridors and East Park protect natural drainage ways and trail networks, consistent with the Future Growth Illustration's emphasis on green infrastructure. This will help to limit environmental fragmentation as growth occurs.
5. Transportation and Connectivity - Multimodal transportation links (trail systems, pedestrian connections, and proximity to major corridors) tie the STL 290 into the City's larger mobility network. The incorporation of a Suburban Corridor along J.W. Powell Boulevard, reflecting the removal of S17, supports a linear pattern of connectivity and regional access. As a result, this will strengthen connectivity between neighborhoods, commercial areas, and regional destinations.

By providing a balanced mix of uses, protecting open spaces, and connecting to the multimodal network, the project supports sustainable, compact growth rather than sprawling patterns. The cumulative effect is to distribute growth more evenly across the City, reducing strain on existing infrastructure while meeting long-term housing, employment, and service needs.

vi. Cumulative Impact – Land Supply

The STL 290 property is currently zoned entirely Rural Residential (RR). The Specific Plan and coordinated rezonings establish the long-term zoning framework for the site by converting portions of the property to residential and mixed-use districts while intentionally retaining approximately 47.31 acres as RR to preserve significant natural resources, forest structure, slopes, drainageways, and regional trail corridors, consistent with the Specific Plan and the Regional Plan.

Change in Acres and Land Use Categories

Within the 290-acre planning area, the cumulative zoning adjustments consist of:

- Approximately 211 acres rezoned from RR to R1-RPO, MR-RPO, SC-RPO, and HC-RPO to implement the land use pattern envisioned in the Specific Plan.
- 47.31 acres retained as RR, forming the foundational open-space network and preserving sensitive natural systems.

This distribution results in a balanced and policy-responsive land use structure in which development is concentrated in appropriate areas, such as the Activity Center and Missing Middle neighborhoods, while the most environmentally sensitive areas remain protected.

Consistency with the Regional Plan

The cumulative impacts of the zoning changes advance multiple Regional Plan goals and policies by:

- Aligning zoning with the Future Growth Illustration, which identifies this area for suburban development, mixed-use patterns, and an Activity Center.
- Supporting LU.1, LU.2, and LU.3 by transitioning from existing low-density zoning to a mix of housing types, commercial uses, and compact development anchored by a Suburban Activity Center and a supporting Suburban Corridor network.
- Advancing sustainability and resource protection goals (E&C, WR, OS) through the retention of 47.31 acres of RR, designated open space that helps to protect forested areas, wildlife connectivity, drainageways, and scenic corridors.
- Addressing housing and employment objectives (LU.6, NH.1, ED.1) by enabling a broader mix of residential densities, lodging, and small-scale commercial uses not permitted under RR zoning.

Citywide Impact

Although the rezoning reduces the amount of RR land within STL 290, the effect is minimal at the citywide scale, as Flagstaff retains significant RR inventory elsewhere. More importantly, the RR acreage being converted sits within a designated growth area, and the rezoning creates a more appropriate and sustainable land use pattern that, including the transition of S17 from an Activity Center to a Suburban Corridor, better reflects the site's physical constraints and planned circulation framework:

- Places development near planned infrastructure (John Wesley Powell Boulevard Extension, Ponavera Boulevard);
- Concentrates higher-density housing and commercial activity within walking distance of mixed-use amenities; and
- Preserves natural open space where it has the greatest ecological and visual value.

Conclusion

The cumulative zoning changes within STL 290 establish a long-term land use structure that is more consistent with the Regional Plan's intended land use and corridor framework than maintaining the current RR designation across the entire site. By converting approximately 211 acres to residential and mixed-use districts and preserving 47.31 acres as RR, the plan achieves the intended balance of compact development, environmental stewardship, transportation efficiency, and community character central to the Regional Plan's vision.

vii. Transportation Impacts

The STL 290 is strategically located along arterial and collector roads, providing strong regional connectivity. The plan includes a connected network of sidewalks, trails, and bike lanes that link neighborhoods to the commercial village, East Park, and regional trail systems. Though the STL 290 development will increase local traffic volumes (as none exist today), its mixed-use design, multimodal connectivity, and planned infrastructure upgrades will mitigate impacts. It strengthens regional connectivity, supports future transit, and contributes to a balanced citywide traffic distribution.

viii. Impacts on Housing

The STL 290 development will significantly enhance the City's housing supply by introducing a variety of housing types and densities that address current and future community needs. The plan includes everything from

single-family homes, to townhomes, and multifamily options, providing opportunities for a wide range of income levels and household sizes. By diversifying the housing stock, STL 290 helps improve affordability and accessibility, while its location within a designated growth area ensures efficient use of existing infrastructure and services. Additionally, the mixed-use design integrates housing with employment, commercial services, and public amenities, reducing commute times and supporting a more balanced jobs-housing ratio in Flagstaff.

ix. Impacts on Implementation of the General Plan

The STL 290 development advances the implementation of the General Plan's goals and policies by directing growth to a designated activity center and providing a balanced mix of housing, employment, commercial services, and public amenities. Its compact, mixed-use design supports key objectives related to sustainability, multimodal connectivity, and efficient use of infrastructure. The project aligns with policies encouraging diverse housing options, integrated open space networks, and economic development within identified growth areas. By preserving natural resources, enhancing transportation linkages, and fostering a vibrant, walkable community, STL 290 strengthens the City's long-term vision for balanced growth and reduces development pressure on more environmentally sensitive or remote areas.

IV. DEVELOPMENT PLAN PROPOSAL

A. Land Use Plan & Program

The STL 290 Master Plan is envisioned as a mixed-use, master-planned community that integrates a variety of missing middle housing types, a vibrant commercial core, and a lodging component designed to create an active, experience-based environment along the John Wesley Powell Boulevard corridor. The plan prioritizes walkability and multimodal transportation, supported by an interconnected system of parks, trails, and open spaces that link residential neighborhoods, commercial areas, and regional destinations such as the Arizona Trail.

The community design responds to Flagstaff's natural terrain, forested landscape, and ecological context, incorporating sustainable development practices that preserve open space, reduce environmental impacts, and promote long-term community resilience.

The companion STL 290 Specific Plan outlines the permitted land uses within the overall 290-acre site and divides it into twenty (20) Development Areas, as shown on the Development Area Map within the Specific Plan. The Specific Plan also defines the intended and permitted land uses, density ranges, and resource protection requirements for the development.

The requested rezones drill further into the Specific Plan framework to identify and request individual zoning designations for each Development Area, establishing the regulatory foundation for subsequent pre-platting and site planning. The accompanying STL 290 Zoning Maps identify all requested zoning changes associated with this application.

The current Rural Residential (RR) zoning across the site allows up to one dwelling unit per acre. The coordinated rezoning is necessary to implement the land use framework established by the STL 290 Master Plan and the Specific Plan, enabling the residential, commercial, and lodging components envisioned for the property in a manner consistent with the Regional Plan.

Within the requested rezoning area, the R1-RPO Development Areas have conceptually been designed to accommodate between 315-721 dwelling units under the current zoning code requirements. These neighborhoods represent the community's missing middle housing component, providing attainable, context-sensitive homes that complement the adjacent commercial and lodging areas while maintaining connectivity through shared parks and trail corridors.

The SC/HC/MR Development Areas have conceptually been designed to include between 280-554 dwelling units (under the current zoning code), 80,000 square feet of commercial and retail space, and an 80-200 key lodging facility. These areas will serve as the commercial village and tourism gateway of the community, providing services, jobs, and visitor accommodations in a walkable setting that strengthens the economic and social vitality of the broader master plan.

Together, these rezonings implement the STL 290 Master Plan's balanced land use framework, ensuring that future development proceeds in an organized, sustainable, and integrated manner consistent with the City of Flagstaff's Regional Plan 2030 and Resource Protection Overlay standards.

The envisioned uses and conceptual unit counts for each rezoning Development Area are as follows (note that unit counts are approximate and are subject to change based on site planning and final engineering, each Development Area is subject to the density ranges stated in the Specific Plan):

Development Area 1. Development Area 1 comprises approximately 15.58 total acres (11.41 developable acres) and is planned to include between 137-160 units, featuring garden-style apartments, condominiums, townhomes, or a mix of higher-density housing types. Single family is not allowed within this development area. Approximately 4.17 acres of Open Space are planned for this development area. This clustered development is located in the northwest corner of the site, adjacent to a major transportation corridor. Residents will benefit from convenient access to North Park, Central Park, and multiple trail connections, including the Arizona Trail, maximizing connectivity for the greatest number of people.

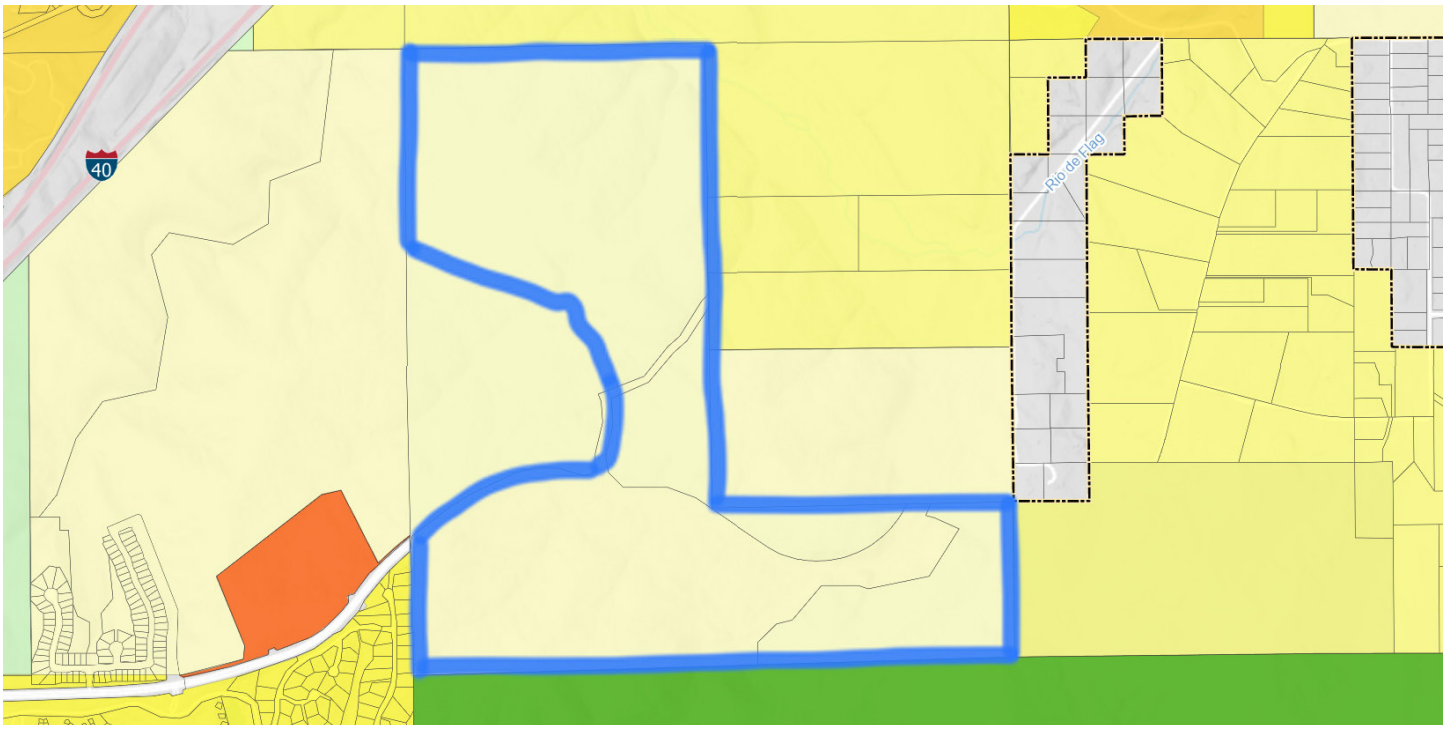
Development Area 2. Development Area 2 comprises approximately 7.9 acres of land (5.34 developable). It is anticipated to be developed with between 21-32 Missing Middle Type 2 units (including, but not limited to duplex, triplex, fourplex, townhome, or condo product types), abutting powerlines to the north. Approximately 2.55 acres of Open Space are planned for this development area. Residents will benefit from convenient access to several trail connections, including the Arizona Trail.

Development Area 4. Development Area 4 comprises approximately 16.14 acres of land (10.84 developable) and is anticipated to be developed with between 41-61 Missing Middle Type 2 units adjacent to the planned activity center. Approximately 5.93 acres of Open Space are planned for this development area. Residents will have direct access to Central Park, a planned water feature, and several trail connections, including the Arizona Trail.

Development Area 5 (Activity Center). Development Area 5 comprises approximately 23.69 acres of land (17.09 developable with 6.6 acres of Open Space). This site will feature a 80-200-key travel lodge (main lodge plus casitas) and complementary commercial uses. Visitors will benefit from convenient access to the Commercial Village, major transportation corridors, parks, and trails. Parking for the lodge is planned to be incorporated into the main structure of the building, working with the slopes of the natural terrain.

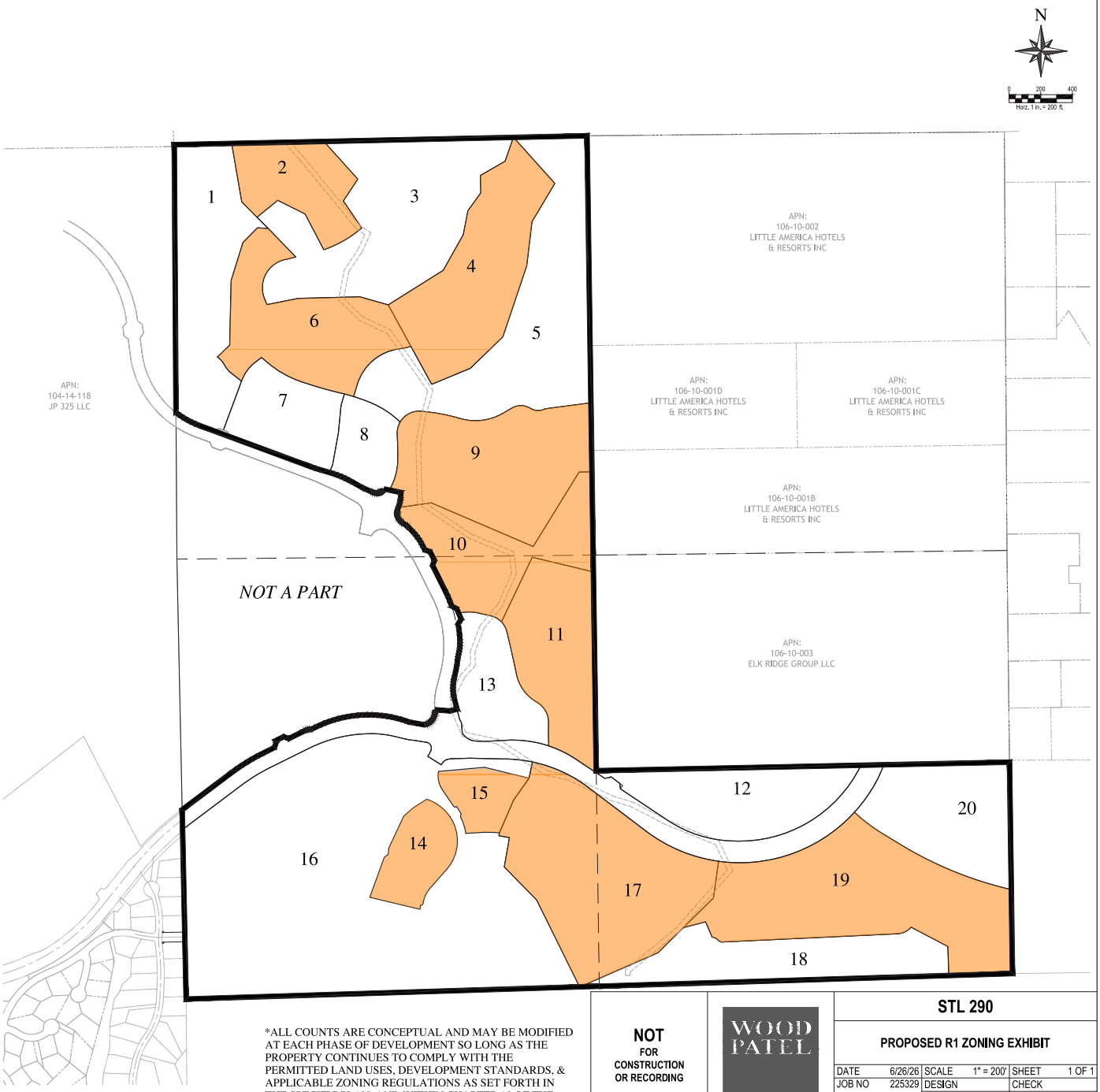
Development Area 6. Development Area 6 comprises approximately 14.06 acres of land (10.84 developable) and is anticipated to be developed with between 43-65 Missing Middle Type 1 units (including single family, duplex, triplex, or townhome product types). Approximately 3.22 acres of Open Space are planned for this development area.

Development Area 7. Development Area 7 comprises approximately 7.76 acres of land and is anticipated to be developed with



CURRENT ZONING MAP

STL 290 Proposed Zoning		
Proposed Zoning Category	Acreage	Development Areas
R1-RPO	139.01	2,4,6,9,10,11,14,15,17,19



*ALL COUNTS ARE CONCEPTUAL AND MAY BE MODIFIED AT EACH PHASE OF DEVELOPMENT SO LONG AS THE PROPERTY CONTINUES TO COMPLY WITH THE PERMITTED LAND USES, DEVELOPMENT STANDARDS, & APPLICABLE ZONING REGULATIONS AS SET FORTH IN THE SPECIFIC PLAN, AND WITHIN CHAPTER 10 OF THE FLAGSTAFF CITY CODE.

NOT
FOR
CONSTRUCTION
OR RECORDING

WOOD PATEL

STL 290

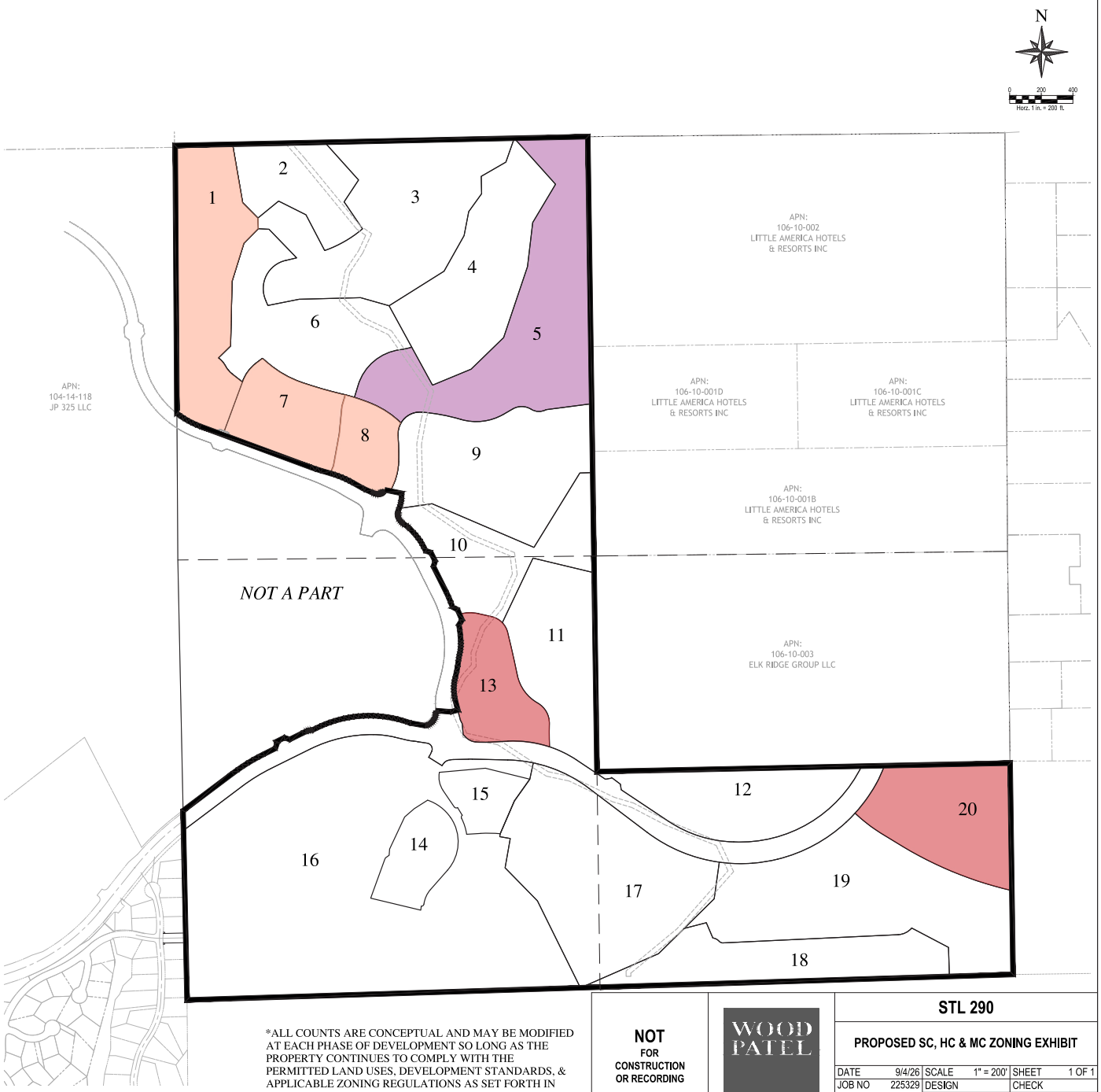
PROPOSED R1 ZONING EXHIBIT

DATE	6/26/26	SCALE	1" = 200'	SHEET	1 OF 1
JOB NO	225329	DESIGN		CHECK	
		DRAWN		RFI #	

Z:\2022\225329\Dwg\Exhibits\Zoning\STL405-Master Land Use.dwg

STL 290 R1 ZONING MAP

STL 290 Proposed Zoning		
Proposed Zoning Category	Acreage	Development Areas
SC-RPO	20.49	13, 20
HC-RPO	23.69	5
MR-RPO	27.90	1, 7, 8
Total	72.07	



*ALL COUNTS ARE CONCEPTUAL AND MAY BE MODIFIED AT EACH PHASE OF DEVELOPMENT SO LONG AS THE PROPERTY CONTINUES TO COMPLY WITH THE PERMITTED LAND USES, DEVELOPMENT STANDARDS, & APPLICABLE ZONING REGULATIONS AS SET FORTH IN THE SPECIFIC PLAN, AND WITHIN CHAPTER 10 OF THE FLAGSTAFF CITY CODE.

NOT FOR CONSTRUCTION OR RECORDING

WOOD PATEL

STL 290

PROPOSED SC, HC & MC ZONING EXHIBIT

DATE	9/4/26	SCALE	1" = 200'	SHEET	1 OF 1
JOB NO	225329	DESIGN		CHECK	
		DRAWN		RFI #	

Z:\2022\225329\Dwg\Exhibits\Zoning\STL405-Master Land Use.dwg

STL 290 SC/HC/MR ZONING MAP

STL 290 Development Areas

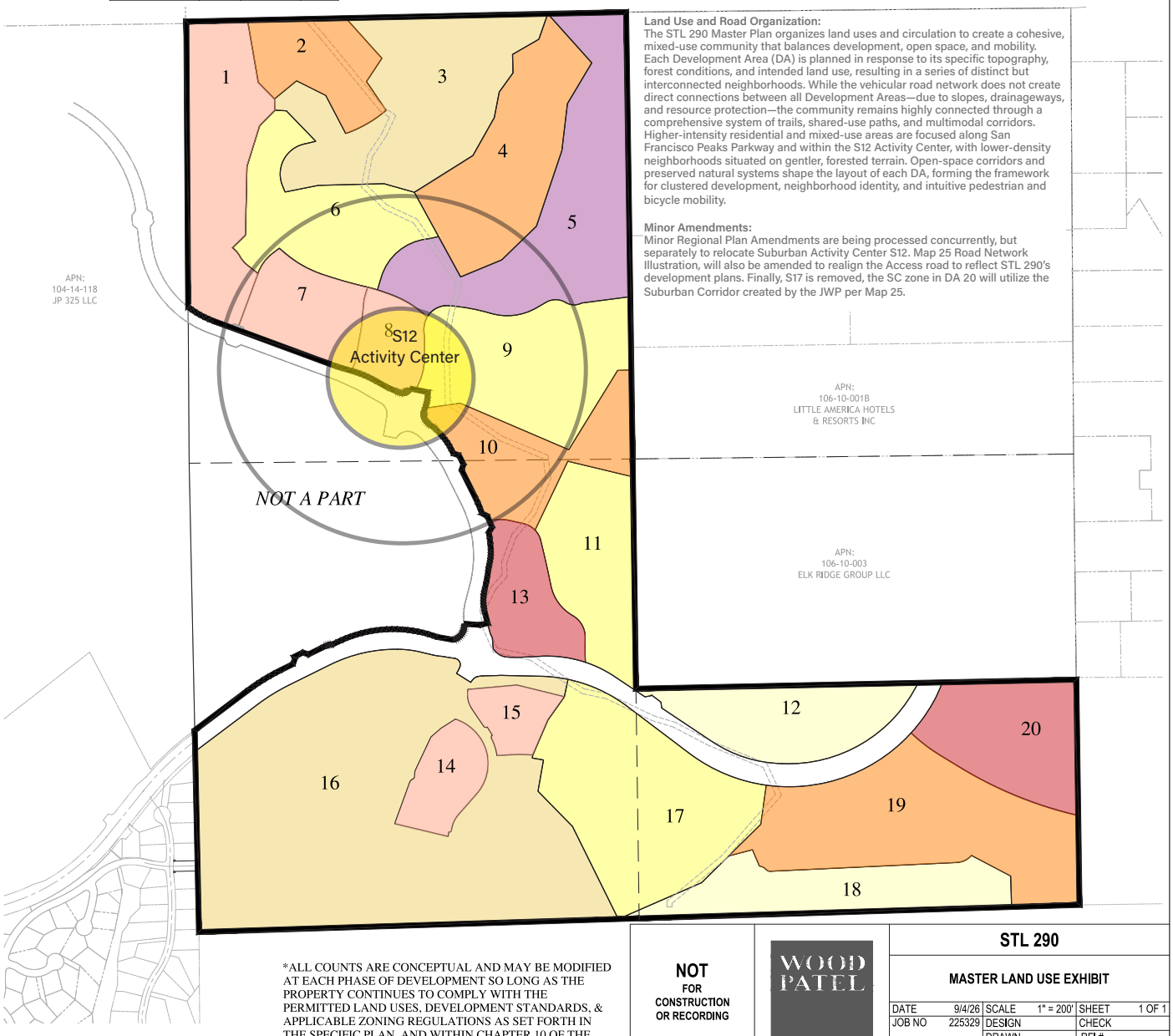
Development Area	Acreage	Development Acreage	Target Yield*	DU/AC	Proposed Land Use	DU/AC Range	Proposed Zoning	Open Space (AC)
1	15.58	11.41	137	12.01	MEDIUM DENSITY RESIDENTIAL/MULTI-FAMILY ATTACHED	12-14	MR	4.17
2	7.90	5.34	26	4.87	MISSING MIDDLE 2	4-6	R1	2.55
3	22.68	11.95	12	1.00	SINGLE FAMILY RESIDENTIAL- 1/3 - 1/2 AC LOTS	0.8-1	RR	10.73
4	16.14	10.21	60	5.88	MISSING MIDDLE 2	4-6	R1	5.93
5	23.69	17.09	±100 - ±120 keys (±90 main and ±30 Casitas)		LODGING	-----	HC	6.59
6	14.06	10.84	43	4.00	MISSING MIDDLE 1	4-6	R1	3.22
7	7.76	7.76	109	14.00	MEDIUM DENSITY RESIDENTIAL/MULTI-FAMILY ATTACHED	12-14	MR	0.00
8	4.56	4.56	50	10.97	MEDIUM DENSITY RESIDENTIAL	11-14	MR	0.00
9	18.21	11.12	45	4.05	MISSING MIDDLE 1	4-6	R1	7.09
10	11.41	11.41	40	3.50	MISSING MIDDLE 2	2-6	R1	0.00
11	12.47	12.47	40	3.21	MISSING MIDDLE 1	2-6	R1	0.00
12	11.96	11.96	3	0.25	SINGLE FAMILY RESIDENTIAL- 1+ AC LOTS	0-1	RR	0.00
13	7.67	7.67	20	2.61	RETAIL COMMERCIAL	0-13	SC	0.00
14	5.30	5.30	32	6.00	MEDIUM DENSITY RESIDENTIAL/MULTI-FAMILY ATTACHED	2-6	R1	0.00
15	3.57	3.57	20	5.60	MEDIUM DENSITY RESIDENTIAL/MULTI-FAMILY ATTACHED	2-6	R1	0.00
17	24.82	24.82	50	2.01	MISSING MIDDLE 1	2-6	R1	0.00
18	12.72	12.72	11	0.86	SINGLE FAMILY RESIDENTIAL- 1+ AC LOTS	0-1	RR	0.00
19	25.13	25.13	87	3.46	MISSING MIDDLE 1 & 2	2-6	R1	0.00
20	12.82	9.38	0	0.00	COMMERCIAL/COMMUNITY FACILITIES	0-13	SC	3.44
	258.44	214.71						43.73
R/W (JWP)	14.56		---	---	----		---	
Total	273.00		785	3.7	(Total target yield and density excludes Parcel 5, Parcel 16, JWP R/W)			

Pine Canyon Expansion Area (In Development)

Development Area	Acreage	Target Yield	DU/AC	Proposed Land Use	DU/AC Range	Proposed Zoning
16	65.32	54	0.8	SINGLE FAMILY RESIDENTIAL- 1/3 - 1/2 AC LOTS	0-1	RR
Total	65.32	54	0.8			

N

0 200 400
Horz. 1 in. = 200 ft.



Land Use and Road Organization:
The STL 290 Master Plan organizes land uses and circulation to create a cohesive, mixed-use community that balances development, open space, and mobility. Each Development Area (DA) is planned in response to its specific topography, forest conditions, and intended land use, resulting in a series of distinct but interconnected neighborhoods. While the vehicular road network does not create direct connections between all Development Areas—due to slopes, drainageways, and resource protection—the community remains highly connected through a comprehensive system of trails, shared-use paths, and multimodal corridors. Higher-intensity residential and mixed-use areas are focused along San Francisco Peaks Parkway and within the S12 Activity Center, with lower-density neighborhoods situated on gentler, forested terrain. Open-space corridors and preserved natural systems shape the layout of each DA, forming the framework for clustered development, neighborhood identity, and intuitive pedestrian and bicycle mobility.

Minor Amendments:
Minor Regional Plan Amendments are being processed concurrently, but separately to relocate Suburban Activity Center S12. Map 25 Road Network Illustration, will also be amended to realign the Access road to reflect STL 290's development plans. Finally, S17 is removed, the SC zone in DA 20 will utilize the Suburban Corridor created by the JWP per Map 25.

*ALL COUNTS ARE CONCEPTUAL AND MAY BE MODIFIED AT EACH PHASE OF DEVELOPMENT SO LONG AS THE PROPERTY CONTINUES TO COMPLY WITH THE PERMITTED LAND USES, DEVELOPMENT STANDARDS, & APPLICABLE ZONING REGULATIONS AS SET FORTH IN THE SPECIFIC PLAN, AND WITHIN CHAPTER 10 OF THE FLAGSTAFF CITY CODE.

NOT FOR CONSTRUCTION OR RECORDING

WOOD PATEL

STL 290

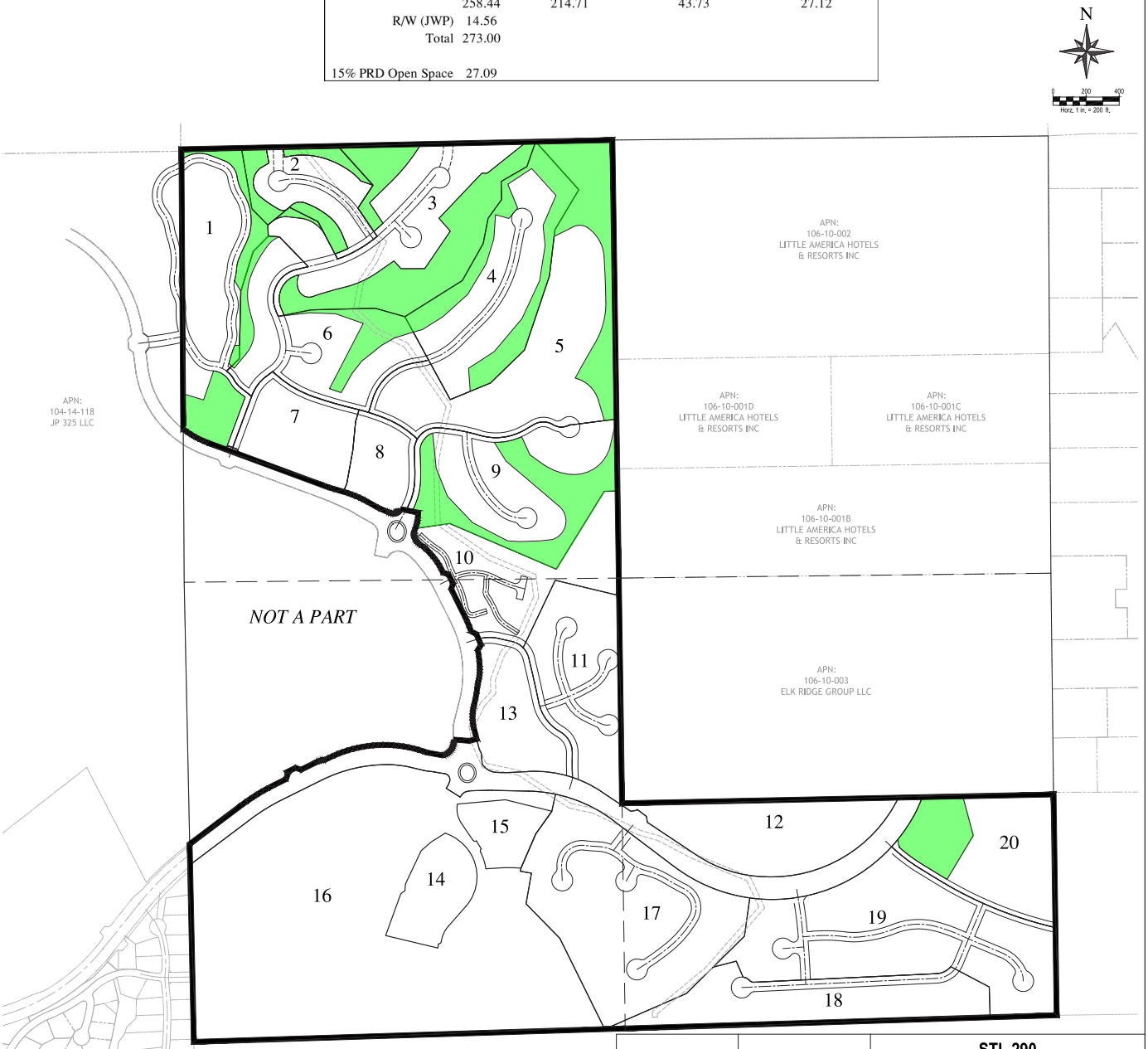
MASTER LAND USE EXHIBIT

DATE	9/4/26	SCALE	1" = 200'	SHEET	1 OF 1
JOB NO	225329	DESIGN		CHECK	
		DRAWN		RFI #	

Z:\2022\225329\Dwg\Exhibits\Zoning\STL405-Master Land Use.dwg

STL 290 DEVELOPMENT AREA MAP

STL 290 Development Areas				
Development Area	Acreage	Developable Acreage	Open Space Acreage	PRD Common Space
1	15.58	11.41	4.17	---
2	7.90	5.34	2.55	---
3	22.68	11.95	10.73	---
4	16.14	10.21	5.93	---
5	23.69	17.09	6.59	---
6	14.06	10.84	3.22	---
7	7.76	7.76	0.00	---
8	4.56	4.56	0.00	---
9	18.21	11.12	7.09	---
10	11.41	11.41	---	3.49
11	12.47	12.47	---	2.00
12	11.96	11.96	---	3.75
13	7.67	7.67	0.00	---
14	5.30	5.30	---	0.80
15	3.57	3.57	---	0.54
17	24.82	24.82	---	8.37
18	12.72	12.72	---	1.91
19	25.13	25.13	---	6.27
20	12.82	9.38	3.44	---
	258.44	214.71	43.73	27.12
R/W (JWP)	14.56			
Total	273.00			
15% PRD Open Space	27.09			



*ALL COUNTS ARE CONCEPTUAL AND MAY BE MODIFIED AT EACH PHASE OF DEVELOPMENT SO LONG AS THE PROPERTY CONTINUES TO COMPLY WITH THE PERMITTED LAND USES, DEVELOPMENT STANDARDS, & APPLICABLE ZONING REGULATIONS AS SET FORTH IN THE SPECIFIC PLAN, AND WITHIN CHAPTER 10 OF THE FLAGSTAFF CITY CODE.

NOT
FOR
CONSTRUCTION
OR RECORDING

WOOD PATEL

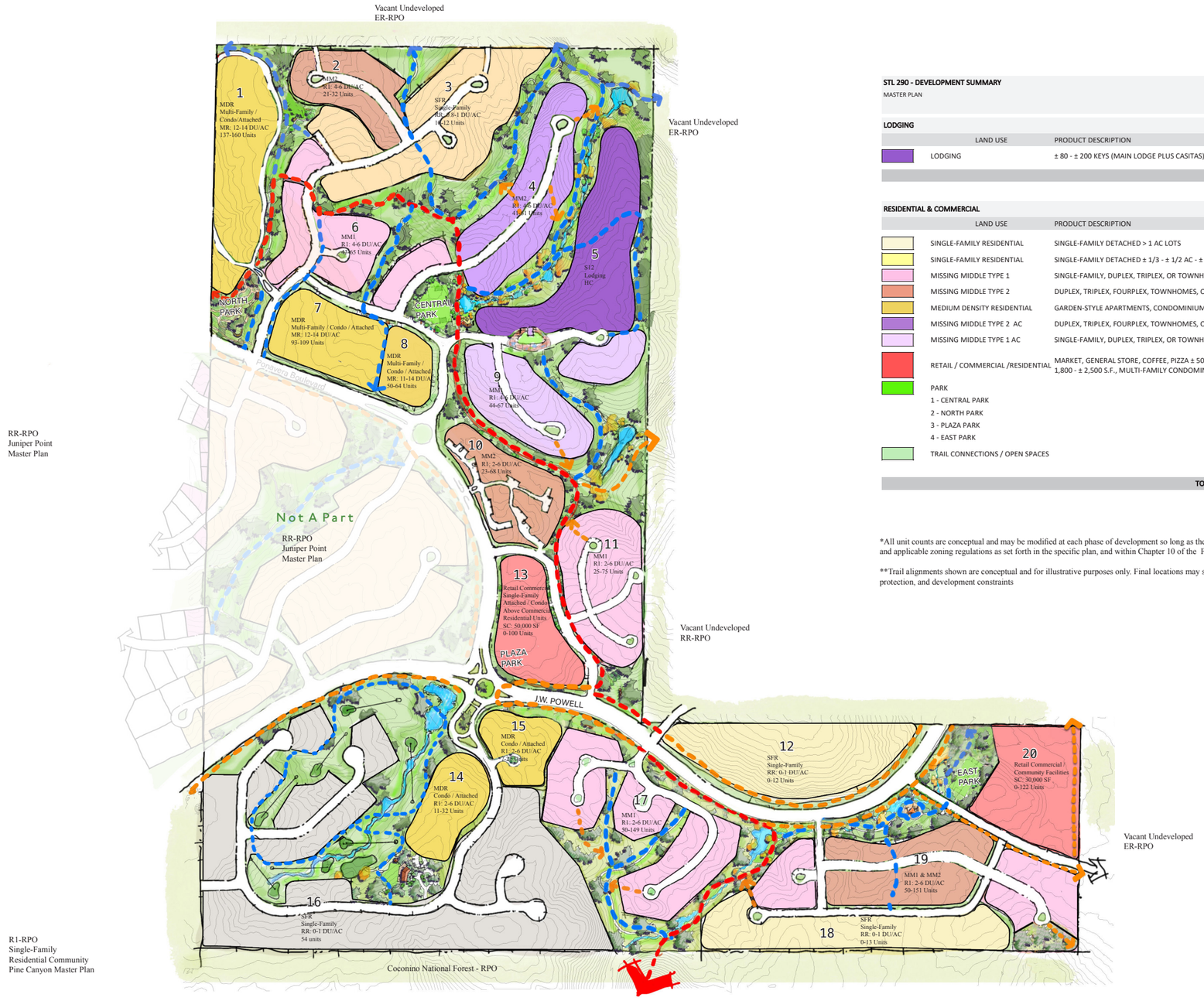
STL 290

MASTER LAND USE EXHIBIT
OPEN SPACE

DATE	9/4/26	SCALE	1" = 200'	SHEET	1 OF 1
JOB NO	225329	DESIGN		CHECK	
		DRAWN		RFI #	

Z:\2022\225329\Dwg\Exhibits\Zoning\STL405-Master Land Use Bdry-Open Space.dwg

STL OPEN SPACE MAP



STL 290 - DEVELOPMENT SUMMARY

MASTER PLAN

LODGING

	LAND USE	PRODUCT DESCRIPTION	DU
	LODGING	± 80 - ± 200 KEYS (MAIN LODGE PLUS CASITAS)	80-200
		TOTAL	**80-200**

RESIDENTIAL & COMMERCIAL

	LAND USE	PRODUCT DESCRIPTION	DU - S.F.
	SINGLE-FAMILY RESIDENTIAL	SINGLE-FAMILY DETACHED > 1 AC LOTS	0-25
	SINGLE-FAMILY RESIDENTIAL	SINGLE-FAMILY DETACHED ± 1/3 - ± 1/2 AC - ± 10,000 - ± 15,000 S.F. LOTS	10-12
	MISSING MIDDLE TYPE 1	SINGLE-FAMILY, DUPLEX, TRIPLEX, OR TOWNHOMES	143-364
	MISSING MIDDLE TYPE 2	DUPLEX, TRIPLEX, FOURPLEX, TOWNHOMES, OR CONDOS	69-177
	MEDIUM DENSITY RESIDENTIAL	GARDEN-STYLE APARTMENTS, CONDOMINIUMS, TOWNHOMES, OR A MIX OF HIGHER-DENSITY HOUSING TYPE	298-385
	MISSING MIDDLE TYPE 2 AC	DUPLEX, TRIPLEX, FOURPLEX, TOWNHOMES, OR CONDOS (ADJACENT TO ACTIVITY CENTER)	41-61
	MISSING MIDDLE TYPE 1 AC	SINGLE-FAMILY, DUPLEX, TRIPLEX, OR TOWNHOMES (ADJACENT TO ACTIVITY CENTER)	44-67
	RETAIL / COMMERCIAL /RESIDENTIAL	MARKET, GENERAL STORE, COFFEE, PIZZA ± 50,000 S.F. @ COMMERCIAL VILLAGE, SINGLE-FAMILY ATTACHED± 1,800 - ± 2,500 S.F., MULTI-FAMILY CONDOMINIUMS ; ADDITIONAL 30,000 S.F. @ PARCEL 20	80,000 /0-222
	PARK 1 - CENTRAL PARK 2 - NORTH PARK 3 - PLAZA PARK 4 - EAST PARK		-
	TRAIL CONNECTIONS / OPEN SPACES		-
			785 Target
		TOTAL WITHIN STL 290	**605 - 1,312**

*All unit counts are conceptual and may be modified at each phase of development so long as the property complies with the permitted land uses, development standards, and applicable zoning regulations as set forth in the specific plan, and within Chapter 10 of the Flagstaff City Code.

**Trail alignments shown are conceptual and for illustrative purposes only. Final locations may shift during detailed design to accommodate site conditions, resource protection, and development constraints

COMMUNITY TRAIL
ARIZONA TRAIL
FUTS TRAIL

1" = 300'-0"
0 150' 300' 600'

STL 290 ILLUSTRATIVE MASTER PLAN

between 93-109 units, featuring garden-style apartments, condominiums, townhomes, or a mix of higher-density housing types. Single family is not allowed within this development area. This Development Area fronts onto the Ponavera Boulevard and provides more density and intensity to support the Commercial Village businesses, and provides needed homes for the City of Flagstaff.

Development Area 8. Development Area 8 encompasses approximately 4.56 acres and is planned with between 50-64 units, featuring garden-style apartments, condominiums, townhomes, or a mix of higher-density housing types. Located along Ponavera Boulevard, this area will serve as a gateway to the eastern portion of the STL 290 development.

Development Area 9. Development Area 9 comprises approximately 18.21 acres of land (11.12 developable). It is anticipated to be developed with between 44-67 Missing Middle Type 1 units, directly adjacent to the activity center. Approximately 7.09 acres of Open Space are planned for this development area.

Development Area 10. Development Area 10 comprises approximately 11.41 acres of land and is anticipated to be developed with between 23-68 Missing Middle Type 2 units. Development Area 10 borders Ponavera Boulevard and rings the southern edge of the activity center; the intent of the development area is to create density along the road network and trails, as well as near the commercial area and lodging.

Development Area 11. Development Area 11 comprises approximately 12.47 acres of land. It is anticipated to be developed with between 25-75 Missing Middle Type 1 units. These potential residents will have easy access to the commercial village, providing them with the ability to use alternative forms of transportation to access services (bicycle and walking).

Development Area 13 (Commercial Village). Development Area 13 comprises approximately eight (7.67) acres of land. It is anticipated that this area will be developed as a commercial village with up to 50,000 square feet of commercial space. This development is envisioned to include a market, general store, coffee shop, restaurants, and a fitness center. Development Area 13 may also include Missing Middle Type 2 residential units/uses or second-story vertical mixed-use above commercial (up to 100 units). The Commercial Village was planned directly off the JWP roundabout to attract the most customers and energy as the development's true core.

Development Area 14. Development Area 14 comprises approximately 5.3 acres of land. It is anticipated to be developed as an extension of Pine Canyon subdivision with between 11-32 Missing Middle Type 2 units. Single family is not allowed within this development area.

Development Area 15. Development Area 15 comprises approximately 3.57 acres of land. It is anticipated to be developed as an extension of Pine Canyon subdivision with between 7-21 Missing Middle Type 2 units. This Development Area may also be used as a residential amenity area. Single family is not allowed within this development area.

Development Area 17. Development Area 17 encompasses approximately 24.82 acres of land. It is expected to feature between 50-149 Missing Middle Type 1 units. These homes abut and provide connections to the Commercial Village and the JWP.

Development Area 19. Development Area 19 comprises approximately 25.13 acres of land and is anticipated to be developed with between 50-151 Missing middle Type 1 and Type 2 units. This Development Area is planned to allow for a mix of Missing Middle housing types. Development Area 19 borders the JWP and is directly adjacent to a commercial center. This Development Area was planned to enable residents to walk or bike to amenities, thereby minimizing vehicle trips as much as possible.

Development Area 20. Development Area 20 comprises approximately 12.82 acres of land (9.38 developable). It is anticipated that this area will be developed as a secondary commercial center to the Commercial Village, with up to 30,000 square feet of commercial space. This Development Area is envisioned to include a range of general services. Parcel 20 may also accommodate up to 122 residential units. Approximately 3.44 acres of Open Space are planned for this development area.

The above-described product types and unit counts are conceptual and may be modified at each phase of development, so long as the Property continues to comply with the permitted land uses and development standards set forth in Section IV. of the STL 290 Specific Plan and the Flagstaff Zoning Code.

B. Open Space & Civic Space

The intent in programming open spaces and connections is to weave in multi-modal connectivity, benefiting all residents, the public, and visitors, further contributing to community accessibility (note that parks and trails shown in this Specific Plan are meant to be publicly accessible. With public parking available in Development Areas 19, 13, and 5). Beyond connectivity, open spaces are the heart and soul of this development. These are the spaces where memories are made, games are played, and walks are taken hand in hand. Each park and open space within this development has been meticulously themed, planned for, and thought through. Unlike some developments where a Specific Plan may set out guidelines for elements that may be required within each park, this Specific Plan as shown in the individual park Plans, the Parks, Recreation, and Trails Character Images, and as described below, specifies the intended theming and conceptual arrangement for each park and open space within the development.

In accordance with Section 10-40.60.290, the PRD ordinance requires that a minimum of fifteen percent (15%) of the site be provided as Common Space. Within STL 290, this requirement is calculated across the developable portions of the PRD Development Areas (Development Areas 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15, 17, 18, and 19). Based on this methodology, a total of 27.09 acres of Common Space is required. The Specific Plan provides approximately 27.12 acres of Common Space, thereby meeting the minimum PRD requirement.

In addition to required Common Space, the Specific Plan establishes a broader system of Designated Open Space Areas, shown on the Open Space Exhibit and dedicated within HOA-maintained tracts with public access. These areas are preserved for long-term resource protection, recreation, and community use, and include natural features such as forested areas, drainage corridors, slopes, and trail systems. Approximately 43.73 acres are designated as Open Space Areas within these tracts.

Collectively, STL 290 provides approximately 70.84 acres of open space. This combined framework of PRD Common Space and Designated Open Space Areas creates an integrated network of natural and improved open spaces that supports ecological function, recreational opportunities, and connectivity throughout the community.

The four (4) parks and open spaces planned for the 290-acres are as follows (Note that each park has been conceptually designed. Final design and conceptual elements may be adjusted to accommodate site conditions, resource protection and development constraints):





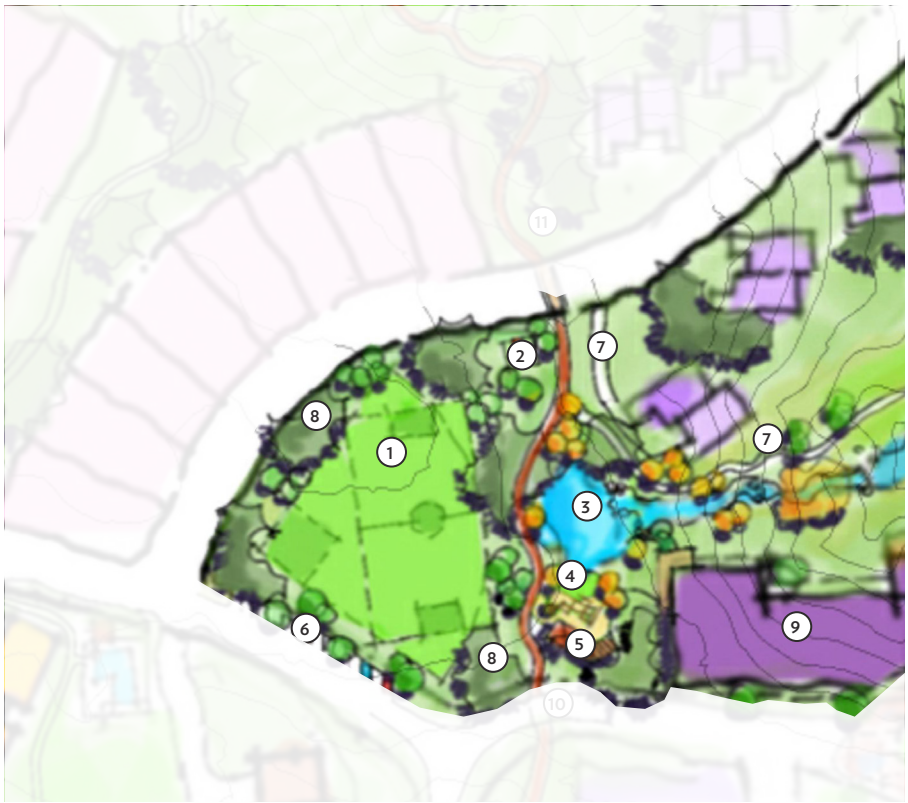
1 – Central Park (A Community Anchor)

At the core of the STL 290 Master Plan is Central Park, a thoughtfully designed open space that serves as both a visual landmark and a functional gathering place for the entire community. Centrally located, the park is conceptually designed to offer an accessible and inclusive environment that reflects Flagstaff's values of outdoor living, connectivity, and community well-being.

Central Park features open turf areas suitable for informal recreation, play, and community events. Integrated natural and modern play elements provide opportunities for children of all ages to explore and engage in active play. A signature water feature adds aesthetic interest and create a focal point for residents and visitors alike.

As a central node in the development's pedestrian and trail network, the park conceptually connects to both hard- and soft-surface trails that lead throughout the development and outward to the regional Arizona Trail. These connections promote walkability, cycling, and a seamless relationship with the surrounding natural landscape.

Designed to accommodate programmed events such as farmers markets, performances, and seasonal celebrations, Central Park is conceptualized as more than a green space — it functions as a shared civic amenity and the social heart of STL 290. This space unifies surrounding neighborhoods, support active lifestyles, and contribute to the overall identity and livability of the development.



LEGEND

1. MULTI-USE RECREATIONAL FIELDS
2. BASKETBALL 1/2 COURT
3. RECREATIONAL POND
4. KIDS PLAYGROUND
5. SHADE STRUCTURE
6. DIAGONAL PARK PARKING
7. STABILIZED DECOMPOSED GRANITE TRAILS
8. NATURAL PLANTINGS
9. LODGING
10. ARIZONA TRAIL
11. TRAIL CONNECTIONS

*Note that each park has been conceptually designed. Final design and conceptual elements may be adjusted to accommodate site conditions, resource protection and development constraints.







CENTRAL PARK

2 – North Park (Adventure and Trail Connection)

Located along the northwest edge of the STL 290 development, adjacent to Ponavera Boulevard, North Park is envisioned as an active, nature-based destination that celebrates Flagstaff's love of outdoor recreation and forested landscapes. This park serves as a gateway to adventure, offering purpose-built features for mountain biking, trail running, and exploration within a preserved natural setting.

Drawing inspiration from the surrounding topography and forest character, North Park is conceptually designed to incorporate flow trails, wooden riding elements, and terrain features designed for a variety of rider abilities — from beginners and families to experienced mountain bikers. The park's design emphasizes both challenge and accessibility, providing opportunities for skill-building and safe enjoyment of the natural terrain.

In addition to its recreational function, North Park serves as a critical link in the broader STL 290 trail network, connecting residents to soft-surface paths, nearby open spaces, and the regional Arizona Trail. The park's trailhead location near Ponavera Boulevard makes it easily accessible while preserving a sense of natural immersion and ecological integrity.

Complementing the action-oriented uses, North Park is conceptually designed to also offer passive recreation opportunities, such as shaded seating areas, scenic lookouts, and educational signage that highlights local ecology, geology, and trail stewardship. With its unique blend of adventure, connection, and conservation, North Park will be a defining feature of the STL 290 community and a beloved destination for active residents and visitors alike.



LEGEND

1. SHADE STRUCTURE
2. VARIOUS SINGLE TRACK PATHS WITH JUMPS AND WOODEN BERMS
3. NATURAL PLANTINGS
4. PARALLEL PARKING, TYPICAL
5. TRAIL CONNECTIONS

*Note that each park has been conceptually designed. Final design and conceptual elements may be adjusted to accommodate site conditions, resource protection and development constraints.



NORTH PARK

3 – Plaza Park (A Vibrant Social Hub in the Commercial Village)

Located at the heart of the STL 290 commercial village, Plaza Park is envisioned as a lively, tree-lined public space that welcomes residents, visitors, and Arizona Trail users alike. As both a neighborhood amenity and a regional attraction, the plaza serves as a comfortable and engaging destination where people can relax, socialize, and enjoy Flagstaff's unique high-country setting.

Anchored by a central green space, Plaza Park may offer a flexible and inviting layout surrounded by cafés, retail, and food vendors. Built-in seating, shaded gathering areas, and well-placed site furnishings create an environment that encourages lingering — whether for a morning coffee, an afternoon break, or a weekend market. Mature trees and landscape elements provide seasonal shade and visual comfort, making the space enjoyable throughout the year.

As a multi-functional gathering area, the park is designed to accommodate live music, food trucks, farmers markets, and community events. The open lawn and surrounding hardscape support both formal programming and casual everyday use, helping to energize the commercial village and activate the surrounding streetscape.

Importantly, the Arizona Trail passes directly through Plaza Park, making it a natural rest stop and point of interest for trail users and outdoor tourists. With its blend of natural beauty, civic design, and visitor-serving amenities, the park enhances STL 290's appeal as a destination for eco-tourism and local exploration, while reinforcing its role as a regional connector.

Plaza Park is conceptually designed as a defining public space — where commerce meets community, and where locals and visitors alike can experience the social and natural vibrancy of STL 290.



LEGEND

1. INFORMAL LAWN AREA
2. SHRUB AREAS
3. MULTI-USE OUTDOOR PLAZA SPACE
4. CONCRETE WALKS
5. SHADE STRUCTURE
6. TRAIL CONNECTIONS

*Note that each park has been conceptually designed. Final design and conceptual elements may be adjusted to accommodate site conditions, resource protection and development constraints.



PLAZA PARK

4 – East Park (Gateway to Nature and the Arizona Trail)

Located in the southeast corner of the STL 290 site along the John Wesley Powell (JWP) corridor, East Park is envisioned as a natural, trail-oriented open space that embraces the site's existing drainage corridor as a central design feature. The park highlights the area's native ecology while offering a quiet, restorative experience for residents and visitors alike.

A network of soft-surface trails wind through native vegetation, providing opportunities for walking, wildlife observation, and nature-based play. Importantly, East Park offers direct connections to the Arizona Trail, making it a key access point for long-distance hikers, cyclists, and outdoor enthusiasts exploring the region.

The park may also feature nature-integrated play elements for children, and dog-friendly facilities to support active use by nearby residents. Designed to preserve natural systems while promoting access and enjoyment, East Park serves as an ecological and recreational gateway, linking the STL 290 community to regional open space and one of Arizona's most iconic trail networks.



LEGEND

1. MULTI-USE RECREATIONAL FIELDS
2. STABILIZED DECOMPOSED GRANITE TRAILS
3. KIDS PLAY AREA WITH SHADE STRUCTURE
4. TRAIL CONNECTIONS
5. TRICKLE CHANNEL
6. NATURAL PLANTINGS
7. BRIDGE

*Note that each park has been conceptually designed. Final design and conceptual elements may be adjusted to accommodate site conditions, resource protection and development constraints.



EAST PARK

C. Vehicular Access & Circulation

John Wesley Powell Boulevard and Ponavera Boulevard serve as the primary organizing elements for vehicular access and circulation within the STL 290 Master Plan area.

The primary vehicular access to and from the Property will be provided via an extension of John Wesley Powell Boulevard, beginning where it currently terminates at Pine Canyon Estates. This extension is planned to "ribbon" through the southern portion of the Property, ultimately proceeding north to connect with Butler Avenue. The City of Flagstaff projects the John Wesley Powell corridor to ultimately support approximately 2,200 acres of development, including about 1,825 acres of privately owned land, 275 acres dedicated to higher education, and 64 acres of public land.

A Traffic Impact Analysis (TIA) is underway for the full STL Master Planning area, encompassing all twenty (20) Development Areas. The analysis contemplates a target unit count of 785 residential units, in addition to non-residential building space within the commercial and lodging components. Projected densities range from less than one (1) dwelling unit per acre to up to fourteen (14) dwelling units per acre, depending on the land use designation.

The internal circulation network will also be supported by Ponavera Boulevard, which will extend northward from the approximate midpoint of the John Wesley Powell Boulevard extension. This connection will provide direct access to the northern portion of the Property, including the planned lodge, commercial village, and surrounding residential neighborhoods, and will eventually tie into the Juniper Point community to the west.

Additional local access streets and off-shoots from John Wesley Powell Boulevard and Ponavera Boulevard will be provided as phased development occurs, ensuring efficient movement throughout the site and strong multimodal connectivity between neighborhoods, parks, and activity centers.

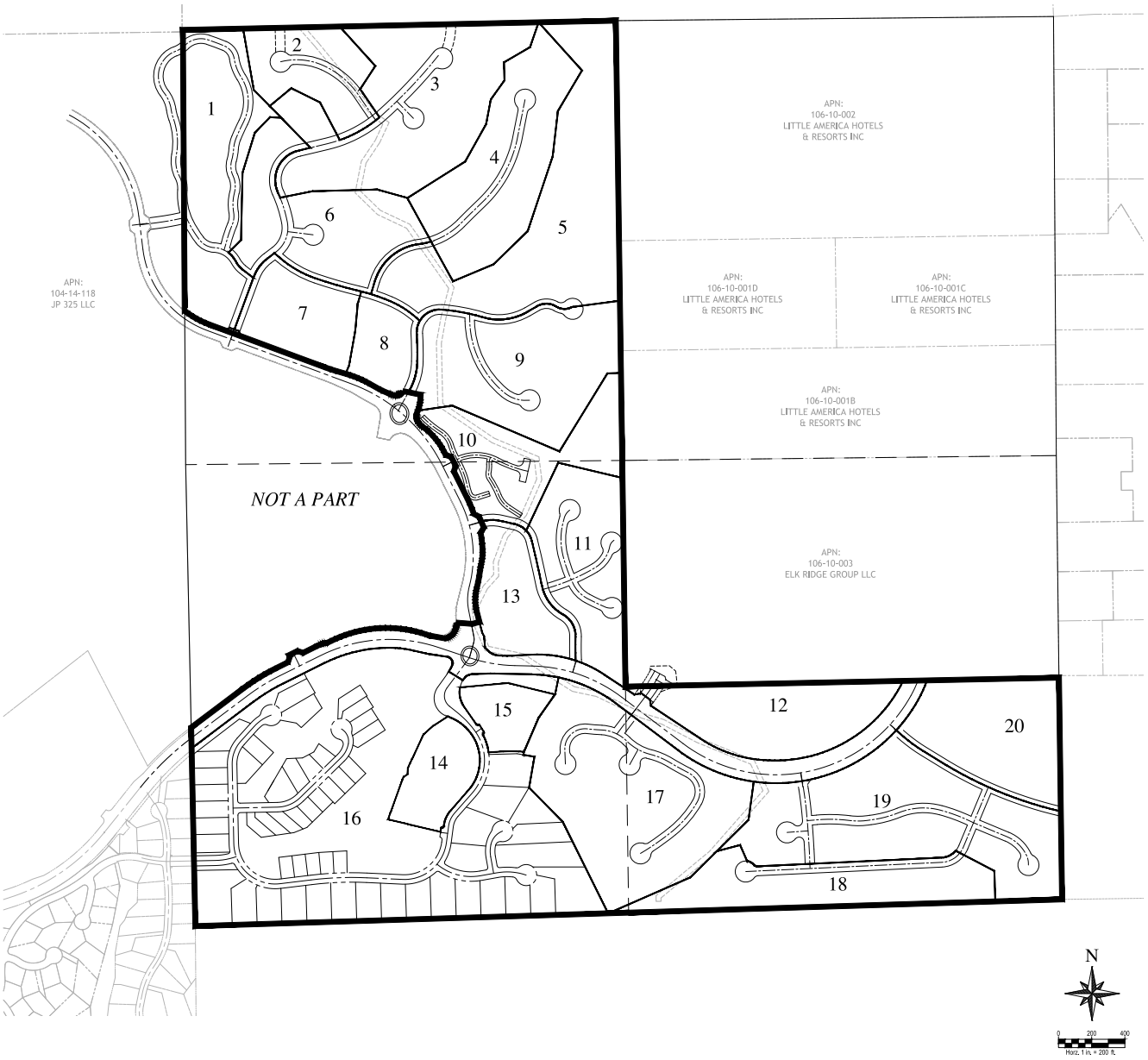
The STL Master Plan Traffic Impact Analysis evaluates projected traffic generation from both residential and non-residential land uses and provides detailed recommendations related to on-site transportation improvements, street capacity, and turning movements. The results of this analysis will guide implementation of roadway design, intersection improvements, and connectivity enhancements consistent with City standards and the goals of the Flagstaff Regional Plan 2030.

D. Pedestrian & Bicycle Network

The STL 290 Master Plan features a comprehensive and environmentally responsive pedestrian and trail network designed to connect all parts of the community, from residential neighborhoods and parks to the commercial village and planned lodge, while blending naturally into the ponderosa pine landscape. This interconnected system forms the backbone of the development's multimodal mobility framework, providing safe, scenic, and convenient options for walking, biking, and recreation throughout the site.

A hierarchy of multi-use trails, bike paths, and soft-surface walking routes extends through greenways, open-space corridors, and natural preserves, linking homes with civic destinations and regional trail systems (See Pedestrian, Bicycle & Trails Map). These connections reinforce the compact, walkable community form envisioned in the Specific Plan by reducing reliance on vehicle trips and promoting healthy, active lifestyles for residents and visitors.

The trail network is intentionally designed to minimize environmental impacts while enhancing the natural character of the site. Trails and pedestrian pathways will be constructed with permeable, low-impact materials that promote infiltration and reduce erosion, where such materials comply with the City's Engineering Design and Development Standards (EDDS). Final surface materials will be coordinated with the Engineering Division during detailed design to ensure long-term performance, safety, and compliance. Routing has been carefully planned to follow natural landforms, preserve mature trees where feasible, and maintain existing drainage corridors, while integrating safe, scenic public access to nature. By aligning trails with open-space systems and natural drainage patterns, the plan strengthens ecological continuity and supports long-term watershed health.



*ALL COUNTS ARE CONCEPTUAL AND MAY BE MODIFIED AT EACH PHASE OF DEVELOPMENT SO LONG AS THE PROPERTY CONTINUES TO COMPLY WITH THE PERMITTED LAND USES, DEVELOPMENT STANDARDS, & APPLICABLE ZONING REGULATIONS AS SET FORTH IN THE SPECIFIC PLAN, AND WITHIN CHAPTER 10 OF THE FLAGSTAFF CITY CODE.

NOT
FOR CONSTRUCTION OR RECORDING

WOOD PATEL

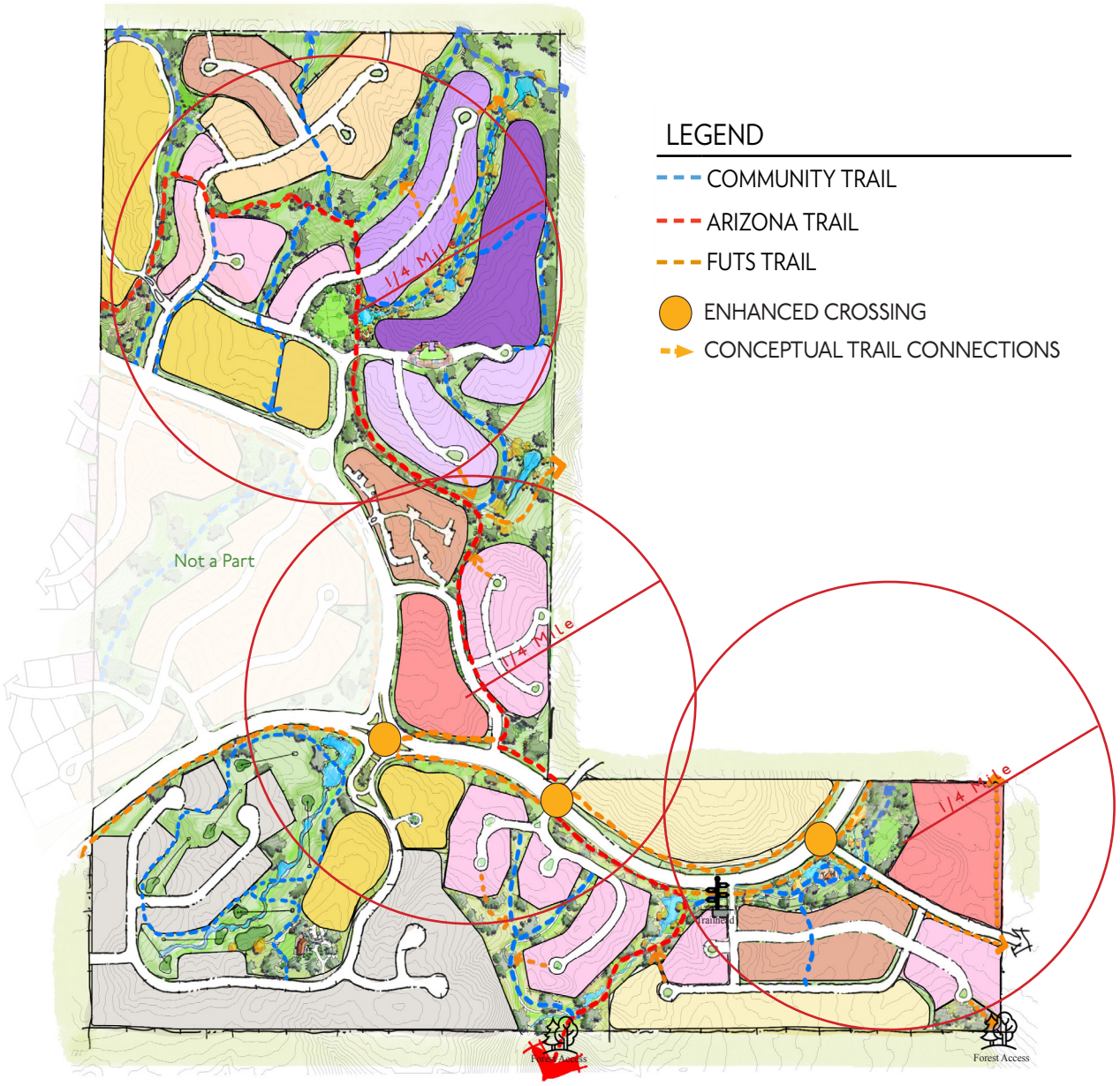
STL 290

PROPOSED ROAD NETWORK EXHIBIT

DATE	6/26/26	SCALE	1" = 200'	SHEET	1 OF 1
JOB NO	225329	DESIGN		CHECK	
		DRAWN		RFI #	

Z:\2022\225329\Dwg\Exhibit\Zoning\STL405-Master Land Use Bdry-Proposed Road Network Exhibit.dwg

ROAD NETWORK MAP



*Trail alignments shown are conceptual and for illustrative purposes only. Final locations may shift during detailed design to accommodate site conditions, resource protection, and development constraints. Trail connections into neighboring properties shall not be made without first obtaining consent of property owners.

** Within the S12 Activity Center (Parcels 1, 4, 5, 6, 7, 8, 9, 10), Cul-de-sacs over 600' in length must create supplementary connection points mid-block or at end of cul-de-sacs. Conceptual Trail connections shown on this map. Exact locations to be determined during the platting process.

***FUTS Trail on Ponavera Boulevard may be on east or west side of the street based on final design constraints.

****JWP FUTS design details as specified in the JWP Agreement.

***** Enhanced crossings are those that include any features that help slow traffic, shorten crossing distances, break crossings into parts, increase visibility, or in general make the crossing safer and more comfortable.

PEDESTRIAN, BICYCLE & TRAILS MAP

Within the R1 neighborhoods, the trail network provides direct access to pocket parks, play areas, and shared open spaces, encouraging daily recreation and social interaction. These amenities foster community life and support mental and physical well-being, offering residents convenient opportunities to experience nature just steps from home.

In the commercial, lodging, and medium-density areas, trails reinforce the vitality and accessibility of the Commercial Village and the lodge-centered Activity Center. Connections to Plaza Park, Central Park, and surrounding open spaces create an inviting pedestrian environment that supports outdoor dining, neighborhood markets, events, and casual gathering. This trail-supported public realm enables residents and visitors to move easily between homes, shops, recreational amenities, and lodging, enhancing both mobility and community life.

A signature feature of the system is the planned realignment and integration of the Arizona Trail, the nearly 800-mile statewide route that stretches from Mexico to Utah. By providing a direct connection to this iconic trail, STL 290 becomes a gateway to regional outdoor recreation and an eco-tourism destination. The connection expands recreational opportunities for residents, supports statewide trail continuity, and reinforces the community's identity as a place rooted in outdoor living and environmental stewardship.

Together, the pedestrian, bicycle, and trail network is a defining element of the STL 290 Master Plan, advancing environmental sustainability, supporting multimodal mobility, and enriching the daily life of residents and visitors. Its design exemplifies Flagstaff's commitment to quality of life, recreation, and responsible land planning.

E. Resource Protection Overlay

The Property will be site-planned to preserve natural resources in accordance with the standards set forth in the Specific Plan and the Development Agreement. All resource areas within STL 290 will be surveyed and documented consistent with the Zoning Code and the Specific Plan's Section IV, Land Uses & Development Standards. Final Resource Protection Overlay (RPO) plans and calculations will be submitted at the time of Site Plan Review.

Complying with Flagstaff's Resource Protection requirements across a property as large and diverse as STL 290 requires a coordinated, site-wide conservation strategy. The Specific Plan therefore intends to use the City's Resource Protection Ordinance (RPO) Pilot Program for forest resources across the entire Master Plan, allowing tree-resource preservation to be allocated at the master-planned scale rather than separately within each Development Area. This enables the project to consolidate forest protection in areas where it provides the highest ecological and visual value, such as large ponderosa groupings, natural drainage corridors, and forested neighborhood edges, rather than distributing preservation in smaller and less functional pockets.

All areas preserved for forest resources under the Pilot Program will be recorded as open space tracts and maintained by the HOA, including long-term vegetation and fuel-management practices that support both wildfire resilience and ecological health.

Other protected resource categories, most notably slope resources, will continue to follow the City's existing RPO Code, the Development Agreement, or any future adopted version of the Code. The Development Agreement may also establish a slope-resource bank or similar consolidation mechanism to allow slope preservation to occur in the most appropriate and environmentally meaningful locations while maintaining full compliance with the City's RPO standards. This ensures that steep slopes, drainageways, and other non-forest resources remain regulated through the City's standard, code-based resource protection requirements, irrespective of Pilot Program participation.

If the Pilot Program cannot be applied or does not remain available in the future, STL 290 will revert to a Development Agreement–based compliance framework to ensure full adherence to the City's current or future RPO standards. Under either approach, all required resource categories will be preserved consistent with City policy, and the overall amount of

required resource protection will not be reduced.

This structure provides project-wide flexibility for forest conservation while guaranteeing that slope resources and other protected features remain fully regulated, resulting in a comprehensive, ecologically meaningful, and policy-consistent approach to resource protection across STL 290.

F. Landscaping

Development within the STL 290 Master Plan will be intentionally designed to integrate the built environment with the existing natural landscape, creating a seamless transition between new development and the surrounding ponderosa pine forest. The landscape architecture and site design will emphasize the preservation and enhancement of the site's natural scenery, using thoughtful plant selection, grading, and design features that complement the area's forested character.

Across both the residential and commercial, lodging, and medium-density areas, the landscape theme will maintain the natural forest appearance that defines Flagstaff's identity. Key design priorities include the preservation of existing trees, native vegetation, and scenic views, ensuring that new development blends harmoniously with the site's topography and ecological systems.

The landscape design will incorporate lush native trees, shrubs, and groundcovers to reinforce the sense of place, provide shade and comfort for pedestrians, and enhance the community's visual quality. These plantings will be selected for their drought tolerance and habitat value, supporting sustainable water use and biodiversity.

Within the commercial and lodging areas, landscaping will help define public plazas, pedestrian corridors, and outdoor gathering spaces, creating a cohesive visual identity and enhancing the comfort of visitors and residents alike. In the R1 neighborhoods, landscaping will soften building edges, connect homes to surrounding open space, and maintain the appearance of a natural forest setting.

Collectively, the landscaping approach throughout STL 290 will promote harmony between the natural and built environments, preserve the property's scenic and ecological integrity, and contribute to a sustainable, livable, and regionally authentic community consistent with Flagstaff's values and design traditions.

G. Architecture

The STL 290 Master Plan establishes a cohesive architectural vision that reflects Flagstaff's modern mountain character, a design language rooted in the region's natural setting, materials, and cultural heritage. Architecture throughout the community will emphasize authenticity, craftsmanship, and environmental harmony, ensuring that new structures feel organically integrated into the ponderosa pine landscape and rolling topography of the site.

Residential Architecture (R1 Areas)

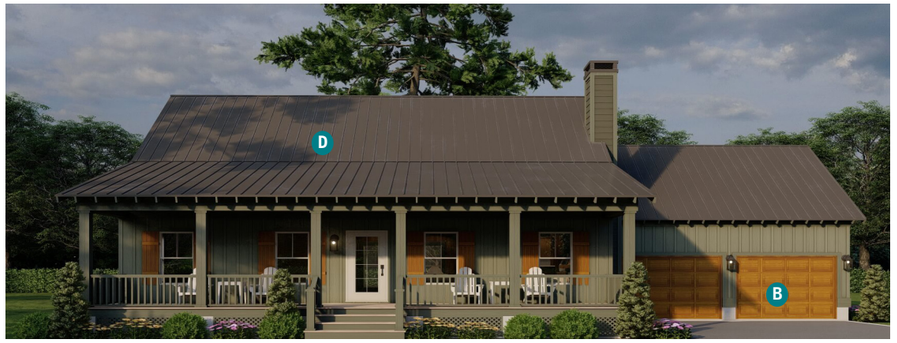
The residential architectural character of the R1-zoned neighborhoods emphasizes a modern mountain style that complements Flagstaff's natural environment. Across all housing types, architecture will use natural materials such as wood, stone, and metal, paired with simple forms and sloped rooflines that respond to the forested and hilly terrain. The intent is to create a walkable, human-scaled environment that fosters neighborhood cohesion and a strong sense of place.

Single-family detached homes will reflect a contemporary mountain aesthetic, characterized by gabled or shed-style roofs with generous overhangs, large windows that frame forest views, and muted, earth-tone color palettes that blend with the surroundings. Homes will incorporate native landscaping and maintain modest, well-integrated forms that minimize visual impact while emphasizing connection to the landscape.

Other Missing middle housing types, including duplexes, triplex, fourplex, townhomes, and condominium buildings, will

SINGLE-FAMILY RESIDENTIAL CHARACTER IMAGES (As Allowed in Single-Family Residential, MMI & MM2)

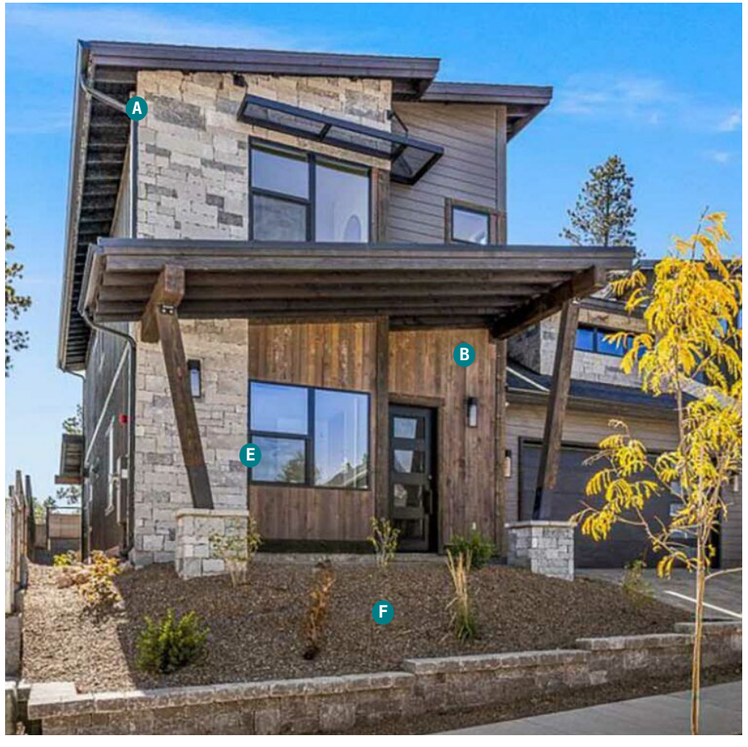
















A Mountain Style
B Natural Materials
C Human-Scaled Architecture
D Gabled or Shed-Style Rooflines with Overhangs
E Large Windows
F Native Landscaping

*Images above depict single-family detached residential homes as allowed/encouraged within Single-Family Residential and Missing Middle Type 1 Development Areas or Missing Middle Type 2 where appropriate. Single Family Detached homes not allowed within DAs 1, 7, 14, and 15.

SINGLE-FAMILY ATTACHED & DUPLEX/TRIPLEX CHARACTER IMAGES (As Allowed in MMI, MM2 & MDR)



















- **A** Mountain Style
- **B** Natural Materials
- **C** Compact Higher-Density Configurations
- **D** Varied Facades with Porches, and Balconies
- **E** Native Landscaping
- **F** Human-Scaled Architecture Using Sloped Roofs and Divided Masses to Minimize Bulk

*Images above depict single-family attached residential homes & duplex, triplex, four plex, townhouses, and condos as allowed/encouraged within Missing Middle Type 1 and 2 and MDR Development Areas. Single family not allowed within Development Areas 1, 7, 14, and 15.

MULTI-FAMILY CHARACTER IMAGES (As Allowed in MMI, MM2, and Medium Density Residential)

















- A Mountain Style
- B Natural Materials - Wood Siding, Heavy Timber, Weathered Steel, Stone, Metal
- C Gabled or Shed-Style Rooflines with Overhangs
- D Varied Facades with Porches, and Balconies
- E Large Windows
- F Native Landscaping

*Images above depict multiplex, condos, and small garden style apartments as allowed/encouraged within Missing Middle Type 2 and Medium Density Residential Development Areas.

RETAIL/COMMERCIAL CHARACTER IMAGES



















- A Mountain Style
- B Natural Materials - Wood Siding, Heavy Timber, Weathered Steel, Stone, Metal
- C Human/Pedestrian Scale
- D Varied Facades
- E Large Windows / Glass Storefronts
- F Activated Public Space

*Images above depict the architectural characteristics required within Retail/ Commercial Development Areas.

LODGING CHARACTER IMAGES





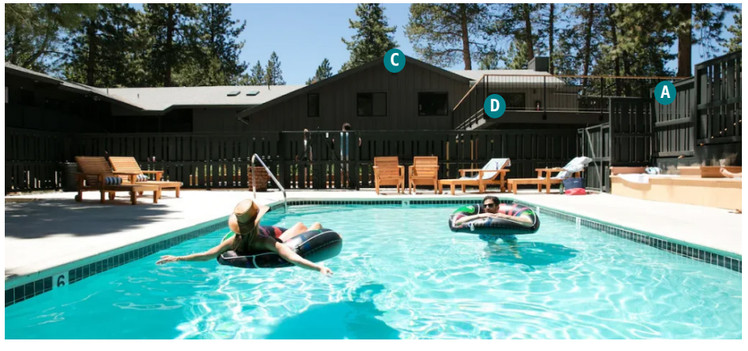














- A Mountain Style
- B Natural Materials - Wood Siding, Heavy Timber, Weathered Steel, Stone, Metal
- C Gabled or Shed-Style Rooflines with Overhangs
- D Varied Facades with Porches, and Balconies
- E Large Windows
- F Native Landscaping

*Images above depict the lodging architectural characteristics required within the Lodging/Highway Commercial Development Area.

extend this same architectural language to more compact configurations. These structures will feature repeating but varied façades to avoid monotony, front porches and balconies to activate streetscapes, and pedestrian-friendly designs that encourage social interaction. Rooflines and building masses will be broken into smaller elements, ensuring that even higher-density housing retains a human-scaled, visually balanced character (See Architectural Character Images).

Commercial, Lodging, and Medium-Density Architecture (SC/HC/MR Areas)

Architecture within the commercial, lodging, and medium-density areas of STL 290 will build upon the community's mountain-inspired theme while incorporating architectural details drawn from Flagstaff's historic structures, including influences from the city's early railroad-era buildings, timber-frame lodges, and masonry storefronts. These elements will be interpreted in a contemporary manner, blending traditional craftsmanship with modern form and function to establish a timeless, regionally authentic identity.

Drawing inspiration from Flagstaff's alpine heritage and historic downtown, buildings will combine natural materials, timber, stone, and weathered steel, with clean, modern detailing to create a warm yet sophisticated architectural expression. Rooflines will incorporate a mix of low-slope and gable forms with extended overhangs, exposed structural elements, and articulated massing to establish rhythm and scale appropriate to both pedestrians and vehicles.

Exterior façades will integrate wood siding, heavy timber accents, native stone bases, and rusted metal trim, emphasizing durability, sustainability, and authenticity. Architectural detailing may include steel brackets, wood beam connections, and masonry pilasters, evoking the craftsmanship found in Flagstaff's early 20th-century architecture. Large windows and glass storefronts will activate the ground level and enhance transparency in the Commercial Village and lodge areas, creating a lively and inviting pedestrian realm.

Complementary signage, lighting, and outdoor gathering spaces will reinforce this aesthetic, extending the architectural language into the streetscape. The material palette and color scheme will draw from the natural tones of the surrounding ponderosa forest and the city's historic masonry structures, ensuring that built forms feel rooted in both the landscape and Flagstaff's cultural heritage.

Design Intent

Together, these architectural elements will create a visually unified and welcoming environment that celebrates Flagstaff's mountain and historic character while supporting the mixed-use, recreation-oriented, and community-focused vision of the STL 290 Master Plan. The result will be a distinctive, regionally authentic and environmentally responsive community that exemplifies quality design, livability, and sustainability, positioning STL 290 as Flagstaff's next generation of modern mountain living (See Architectural Character Images).

H. Outdoor Lighting

Lighting within the STL 290 Master Plan will be designed to provide safety and visibility while preserving the natural character of the site and supporting Flagstaff's long-standing commitment to dark sky protection. All lighting, across residential neighborhoods, the commercial village, lodging areas, parks, and public spaces, will follow the City's Outdoor Lighting Standards and applicable requirements of the Resource Protection Overlay (enforced by Community CC&Rs).

The lighting strategy emphasizes the use of fully shielded, downward-directed fixtures to minimize glare, limit light trespass, and reduce skyglow. Illumination levels will be calibrated to meet safety needs for pedestrians, bicyclists, and vehicles without exceeding what is necessary for functional visibility. This approach supports both community safety and the dark sky goals central to Flagstaff's identity.

Where lighting is used to highlight architectural or landscape features, it will be limited in intensity, employ warm color temperatures, and be applied thoughtfully to maintain nighttime character. Accent lighting will be used sparingly and only

in locations where it enhances wayfinding or public-realm design without compromising nighttime darkness or wildlife sensitivity.

This context-sensitive approach ensures that STL 290 remains functional and welcoming after dark while upholding the environmental values that guide development in Flagstaff. By integrating responsible lighting practices with energy-efficient technology, the lighting plan supports ecosystem health, reinforces community character, and contributes to the region's nationally recognized dark sky preservation efforts.

I. Infrastructure

The 290 Acres is located within the City's urban growth boundary and is served by City water and wastewater utilities. A Water & Sewer Impact Analysis for the Property has been prepared and approved by the City. Water, wastewater, and drainage improvements are discussed below. Necessary easements will be dedicated for public and wastewater improvements. Construction of infrastructure improvements will occur based on development and phasing.

i. Water Improvements

To support the development of the Property, several water mains and waterlines will be constructed. The water improvements are planned to be constructed in phases as the property is developed.

A 20-inch public water main is proposed to be constructed within the J.W. Powell Boulevard alignment and will extend easterly from the west boundary of the site. In the first phase of improvements, the portion of the water main extending from the west boundary of the property to the proposed roundabout will be constructed to support the planned development of Pine Canyon Expansion, or Development Area 16. Proposed Phase 2 is to construct a 20-inch waterline from the roundabout to the northeast boundary of the property.

To the south of J.W. Powell Boulevard, there will be 8-inch waterline loops that connect to the 20-inch main and serve the southern development parcels. There will be an 8-inch waterline connection to existing Pine Canyon in the Pine Canyon Expansion Area (DA16). To the north of J.W. Powell Boulevard, a 12-inch waterline is proposed within the proposed collector road extending from the roundabout to the commercial village and the remainder of the property. This 12-inch waterline will ultimately connect to proposed water improvements in the Juniper Point development.

Additional water mains are planned to be constructed within the northern parts of the Property to loop into an existing 27-inch waterline in the Bow and Arrow Wash. Offsite easements are planned to be obtained as necessary for these improvements.

ii. Reclaimed Water

It is anticipated that public reclaimed water will be necessary for the irrigation of active open space and enhanced landscape areas within the 290 Acres, through the approval of a new reclaimed water agreement. The developers of the Pine Canyon development have actively worked to reduce the community's reclaimed water needs through modern technology. It is anticipated that these upgrades to Pine Canyon's system have resulted in a 30% reduction in historical demand. The applicant plans to request of the City that they be allowed to use the resulting excess supply of reclaimed water for the future system demands within the 290 Acres as a part of the new agreement. The reclaimed water needs within the Property will also be mitigated by the benefits of the same modern technology used in Pine Canyon. The demand will be further reduced through the thoughtful application of turf and planted areas, as well as a modest system that includes surface water for storage.

The existing Rio De Flag Treatment Plant and reclaimed water main within Rio De Flag Wash are anticipated to provide the necessary reclaimed water. Easements will be obtained as needed for any offsite improvements.

iii. Wastewater

Sewer improvements are planned to be constructed in phases as the Property is developed. First, it is proposed that a public gravity 8-inch sewer line will be constructed within Pine Canyon Expansion, or Development Area 16.

A gravity sewer main is anticipated to be constructed within J.W. Powell Blvd Alignment, beginning just west of the proposed roundabout and will continue east to connect to the existing sewer in Rio De Flag.

Within the northern portion of the 290 Acres, gravity sewer mains are planned to be constructed within washes to the connect to the existing 24-inch sewer main in the Bow and Arrow Wash and the existing 42-inch sewer in Rio De Flag. Offsite easements are planned to be obtained as needed for any offsite improvements.

iv. Solid Waste

It is anticipated that solid waste disposal for the 290 Acres will be provided by the City to the Cinder Lakes Landfill. The commercial uses and travel accommodations in Development Area 5 are planned to utilize dumpster enclosures. Residential development throughout the 290 Acres may have roll out containers and curbside pick-up and/or trash dumpsters.

v. Storm Water Drainage

A drainage design strategy for the Property was determined by evaluating the downstream drainage impacts from the 290 Acre's post-development conditions. From this, a stormwater management plan was developed that prevents a significant impact to the Rio de Flag floodplain and mitigates any potential adverse impacts to Continental Lake. This will be documented within a Drainage Impact Analysis, Master Stormwater Detention Plan, and other documentation as necessary for the Property development. Any Analysis(es) and Report(s) will detail the proposed stormwater drainage and management and adherence to relevant City Codes.

J. Utilities

The Property is within the service areas for APS (electric), UniSource (gas), and CenturyLink (communications).

K. Public Services

The Flagstaff Fire Department provides fire coverage for the Property. The closest fire station is Station #6, located at 3877 South Lake Mary Road, approximately 2.5 miles from the Property.

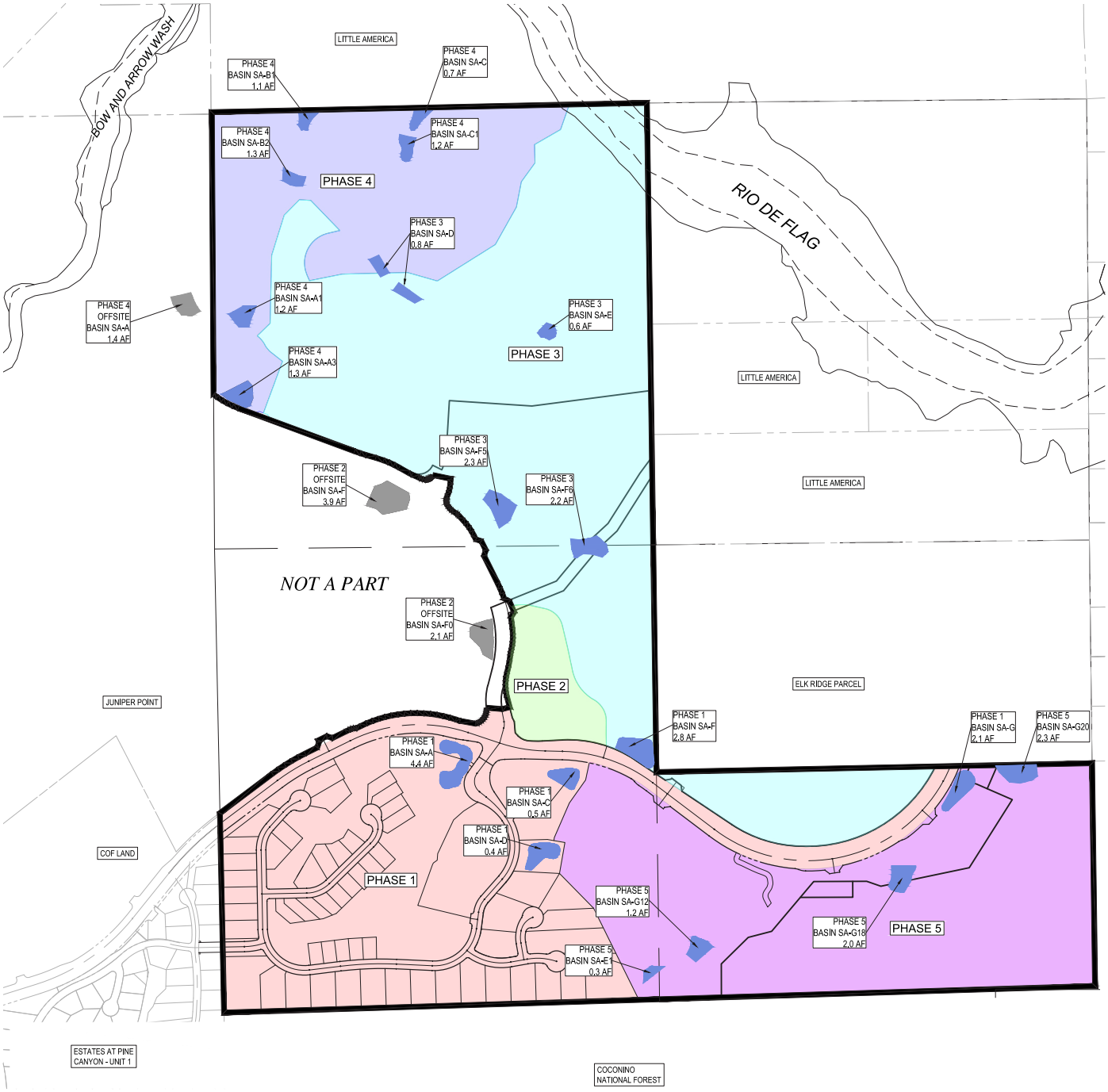
The Flagstaff Police Department will be the police protection agency for the Property.

The Property lies within the Flagstaff Unified School District. It is anticipated that any elementary age children (K-5) will attend Kinsey Elementary School, located at 1601 South Lone Tree Road. Any middle school age children (6-8) will attend Mount Elden Middle School, located at 3223 North 4th Street. The Flagstaff High School, located at 400 West Elm Avenue, will serve grades 9-12.

L. Public Transit

The STL 290 Specific Plan supports the expansion of Flagstaff's multimodal network by accommodating future public transit along both J.W. Powell Boulevard and Ponavera Boulevard. These corridors are designed with adequate right-of-way, intersection geometry, and pedestrian infrastructure to support future Mountain Line bus routes or equivalent transit services.

Higher-density residential and mixed-use areas are strategically located along Ponavera Boulevard and within the S12 Activity Center to create a ridership base and promote transit viability. Internal street and trail connections ensure all neighborhoods are within walking distance of potential transit stops.



LEGEND

PHASE 1	STORAGE BASIN
PHASE 2	OFFSITE BASIN
PHASE 3	
PHASE 4	
PHASE 5	

WOOD PATEL

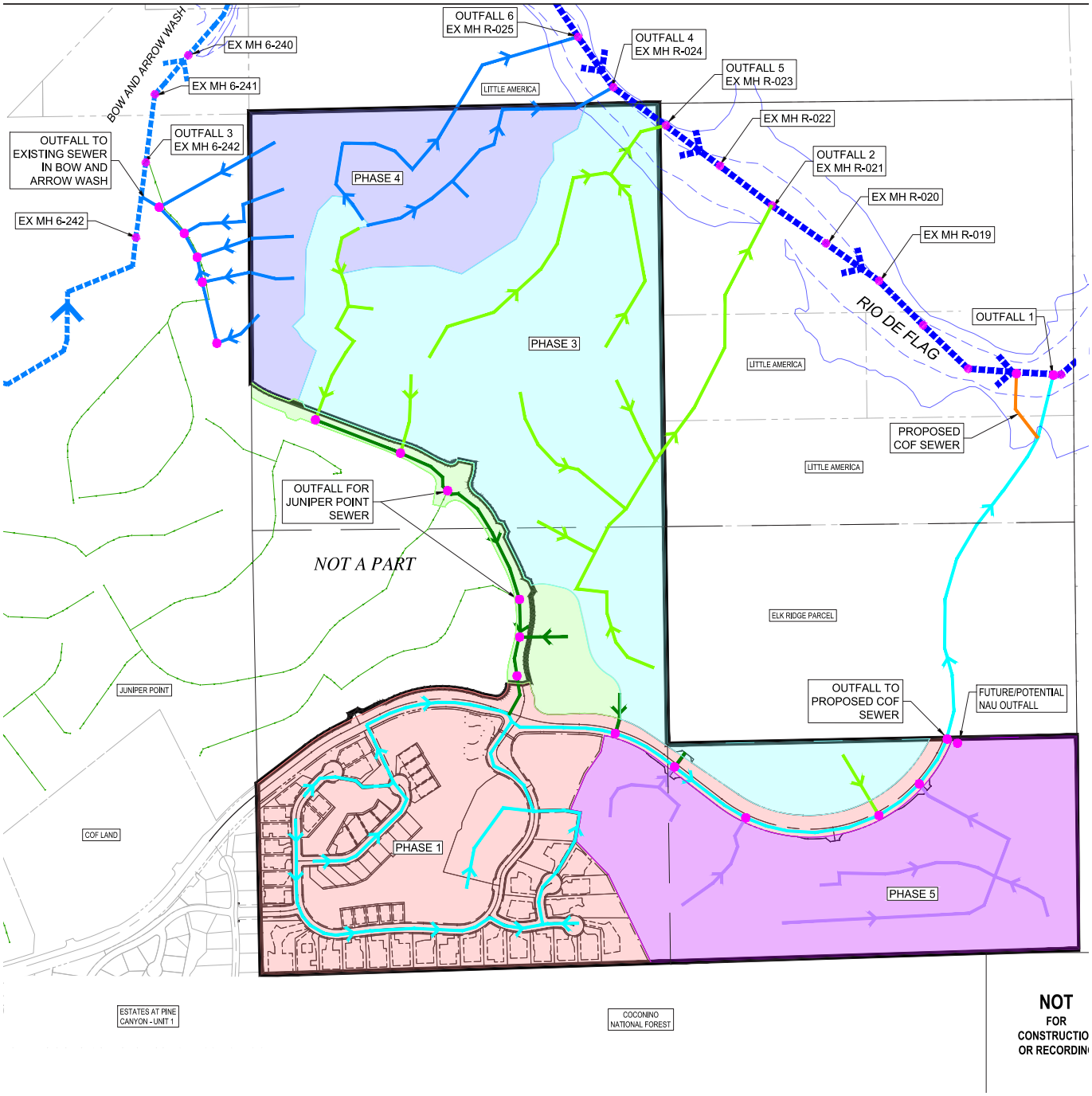
STL 290

DRAINAGE STRATEGY EXHIBIT

DATE	6/26/2026	SCALE	1" = 300'	SHEET	1 OF 1
JOB NO	225329	DESIGN		DRAWN	

Z:\2022\225329\Dwg\Exhibits\Zoning\Rezoning Exhibits\STL 290- Drainage Strategy Map.dwg

DRAINAGE STRATEGY MAP



WASTEWATER STRATEGY MAP

As development progresses, coordination with Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) will identify stop locations and design features such as shelters, crossings, and pull-outs. This forward-planning approach ensures STL 290 remains transit-ready, supporting reduced vehicle reliance and advancing the Regional Plan's goals for sustainable, connected growth.

M. Wildfire Reduction and Forested Open Space Management

STL 290 incorporates a proactive, site-wide wildfire mitigation strategy to ensure that the preserved forested open space, whether clustered, linear, or connected, remains an asset rather than a hazard. All natural open space tracts will be HOA-managed, enabling consistent long-term stewardship, routine fuel management, and oversight of vegetation conditions. Mitigation practices will include selective thinning, removal of ladder fuels, maintenance of defensible-space zones near homes and structures, and ongoing monitoring in coordination with best-practice guidance from local fire authorities. Open space corridors are intentionally designed with breaks, trail alignments, and landscape transitions that limit continuous fuel lines while preserving ecological function. Together, these measures ensure that the development's integrated forested open space network remains healthy, resilient, and compatible with community wildfire-safety objectives.

N. Construction Logistics

During construction, the contractor will utilize Best Management Practices, and/or required erosion control measures will be installed, inspected, and approved by the City of Flagstaff before clearing and grubbing or any other work activities to control stormwater runoff. Dust control measures will be in place to maintain air quality during each construction phase, such as the use of reclaimed water for dust suppression.

O. Phasing

When considering phasing, it's important to look at the property as an entire master plan, not just in terms of the rezone area. The commercial center, as well as Ponavera Boulevard, will be developed as the Second Phase (development areas 13 (2B), Ponavera Boulevard(2A)). Development of the residential area to the east of the Commercial site, as well as the lodging area, will follow as Phase Three (development areas 4, 5, 6, 7, 8 9, 10, 11 and 12). Phase Four will include residential parcels in the northern portion of the property (development areas 1, 2, and 3). And finally, Phase Five will consist of the southeasternmost portion of the property (development areas 17, 18, 19, and 20). Development plans for each phase(s) will be submitted to the City for review to ensure proper and orderly development. See below for the anticipated Phasing.

Phase 1

- JWP Roadway and Infrastructure, Including Associated FUTS (PRD Enhanced Pedestrian Environment: multi-use trail connections, shaded walkways)
- Development Area 16 - Residential Homes, Golf Course and Associated Amenity Facilities
- Development Area 14 - Residential Homes (PRD Housing Mix) and 0.80-acres Common Space.
- Development Area 15 - Residential Homes (PRD Housing Mix) and 0.54-acres Common Space.

Phase 2A

- Ponavera Boulevard and Infrastructure, Including Associated FUTS (PRD Enhanced Pedestrian Environment: multi-use trail connections, shaded walkways)

Phase 2B

- Development Area 13 - Commercial Center (PRD Housing Mix)
- Plaza Park and Internal Neighborhood Trails (PRD Recreational Amenities: multi-use outdoor plaza, shade structure, seating areas, PRD Enhanced Pedestrian Environment: shaded walkways, multi-use trail connections)

Phase 3

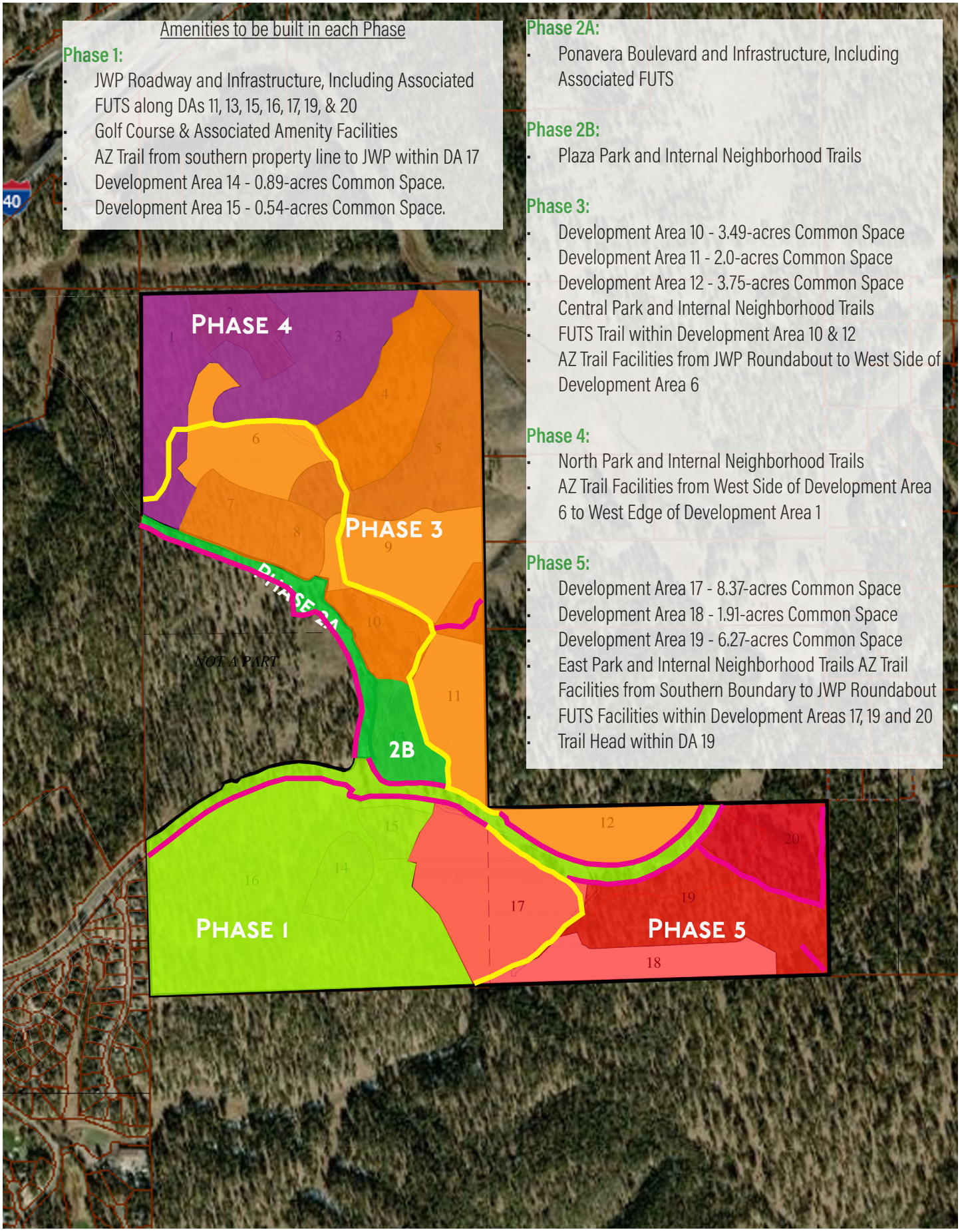
- Development Area 5 - Lodge Development
- Development Area 4 - Residential Homes (PRD Housing Mix, PRD ADU Permitted)
- Development Area 6 - Residential Homes (PRD Housing Mix, PRD ADU Permitted)
- Development Area 7 - Residential Homes (PRD Housing Mix)
- Development Area 8 - Residential Homes (PRD Housing Mix)
- Development Area 9 - Residential Homes (PRD Housing Mix, PRD ADU Permitted)
- Development Area 10 - Residential Homes (PRD Housing Mix, PRD ADU Permitted) and 3.49-acres Common Space
- Development Area 11 - Residential Homes (PRD Housing Mix, PRD ADU Permitted) and 2.0-acres Common Space
- Development Area 12 - Residential Homes (PRD Housing Mix, PRD ADU Permitted) and 3.75-acres Common Space
- Central Park and Internal Neighborhood Trails (PRD Recreational Amenities: multi-use recreation fields, sports court, shade structure, play equipment, PRD Enhanced Pedestrian Environment: shaded walkways, multi-use trail connections, seating areas, signage)
- FUTS Trail within Development Area 10 (PRD Enhanced Pedestrian Environment): multi-use trail connections, signage)
- AZ Trail Facilities from JWP Roundabout to West Side of Development Area 6 (PRD Enhanced Pedestrian Environment: seating areas, signage, shaded walkways)

Phase 4

- Development Area 1 - Residential Homes (PRD Housing Mix)
- Development Area 2 - Residential Homes (PRD Housing Mix, PRD ADU Permitted)
- Development Area 3 - Residential Homes (PRD Housing Mix, PRD ADU Permitted)
- North Park and Internal Neighborhood Trails (PRD Recreational Amenities: Shade structure, single-tract bike paths with jumps, PRD Enhanced Pedestrian Environment: shaded walkways, multi-use trail connections)
- AZ Trail Facilities from West Side of Development Area 6 to West Edge of Development Area 1 (PRD Enhanced Pedestrian Environment: seating areas, signage, shaded walkways)

Phase 5

- Development Area 17 - Residential Homes (PRD Housing Mix, PRD ADU Permitted) and 8.37-acres Common Space
- Development Area 18 - Residential Homes (PRD Housing Mix, PRD ADU Permitted) and1.91-acres Common Space
- Development Area 19 - Residential Homes (PRD Housing Mix, PRD ADU Permitted) and 6.27-acres Common Space
- Development Area 20 - Commercial Center
- East Park and Internal Neighborhood Trails (PRD Recreational Amenities: Recreational Fields, kids play areas, shade structure, PRD Enhanced Pedestrian Environment: shaded walkways, multi-use trail connections)
- AZ Trail Facilities from Southern Boundary to JWP Roundabout (PRD Enhanced Pedestrian Environment: seating areas, signage, shaded walkways)
- FUTS Facilities within Development Areas 12, 17, 19 and 20 (PRD Enhanced Pedestrian Environment: shaded walkways, multi-use trail connections)
- Trail Head (PRD Enhanced Pedestrian Environment: vehicular and bike parking, trail connections, signage, information)



Amenities to be built in each Phase

Phase 1:

- JWP Roadway and Infrastructure, Including Associated FUTS along DAs 11, 13, 15, 16, 17, 19, & 20
- Golf Course & Associated Amenity Facilities
- AZ Trail from southern property line to JWP within DA 17
- Development Area 14 - 0.89-acres Common Space.
- Development Area 15 - 0.54-acres Common Space.

Phase 2A:

- Ponavera Boulevard and Infrastructure, Including Associated FUTS

Phase 2B:

- Plaza Park and Internal Neighborhood Trails

Phase 3:

- Development Area 10 - 3.49-acres Common Space
- Development Area 11 - 2.0-acres Common Space
- Development Area 12 - 3.75-acres Common Space
- Central Park and Internal Neighborhood Trails
- FUTS Trail within Development Area 10 & 12
- AZ Trail Facilities from JWP Roundabout to West Side of Development Area 6

Phase 4:

- North Park and Internal Neighborhood Trails
- AZ Trail Facilities from West Side of Development Area 6 to West Edge of Development Area 1

Phase 5:

- Development Area 17 - 8.37-acres Common Space
- Development Area 18 - 1.91-acres Common Space
- Development Area 19 - 6.27-acres Common Space
- East Park and Internal Neighborhood Trails AZ Trail Facilities from Southern Boundary to JWP Roundabout
- FUTS Facilities within Development Areas 17, 19 and 20
- Trail Head within DA 19

PHASING MAP

P. Workforce Housing Contribution

The proposed rezoning supports the City of Flagstaff's housing goals by expanding the overall supply and diversity of market-rate housing within the community. Although the project does not include deed-restricted affordable units, the range of housing types anticipated within STL 290, including smaller single-family homes, townhomes, condominiums, duplexes, attached units, and for-rent housing options, provides attainable options that are well-suited to a broad segment of the local workforce.

These housing formats typically offer lower price points than traditional detached homes due to their size, shared infrastructure, and efficient land utilization. As a result, they help address the segment of the housing market most affected by Flagstaff's current shortage: households that do not qualify for subsidized housing yet face limited opportunities to secure housing within the City.

By increasing the supply of both for-sale and for-rent market-rate homes, the project contributes to improved overall housing attainability, reduces competitive pressure on existing units, and supports a more balanced and resilient housing market. The inclusion of housing near future commercial and employment areas within STL 290 further enhances long-term affordability by reducing transportation costs and improving access to jobs, services, and amenities.

Taken together, the rezoning advances the City's objectives for housing supply, workforce stability, and sustainable community development by providing a diversified mix of attainable market-rate housing options within a well-planned and interconnected master-planned environment.

Q. Sustainable Building Practices

The STL 290 Master Plan, spanning the R1 Residential areas as well as the Commercial, Lodging, and Medium-Density districts, promotes practical, market-feasible sustainable building strategies that support the City's energy and climate objectives. The plan emphasizes compact land use, multimodal access, and widely adopted construction practices that reduce energy consumption while enabling long-term renewable energy compatibility across the community.

Transportation-Related Energy Reduction

Reducing energy demand associated with mobility is a main component of STL 290's sustainability approach. The plan incorporates:

- EV-ready infrastructure in select residential and commercial areas, enabling residents and tenants to install charging equipment as desired.
- Micromobility-supportive features, including short-term bike parking and bicycle storage integrated into multifamily developments.
- A continuous pedestrian and bicycle network that offers safe, comfortable alternatives to short vehicle trips and connects homes to parks, commercial areas, lodging, and regional trails.

These elements support a walkable land-use pattern that reduces reliance on fossil-fuel-based transportation and complements the City's broader multimodal mobility goals.

Building Efficiency and Weatherization

All buildings within STL 290 will be constructed in compliance with current building codes, which establish robust baseline energy-performance standards. In addition, the development will utilize common, cost-effective efficiency measures such as:

- Optimized site orientation to improve passive solar performance;
- Strategic daylighting and shading techniques;

- Code-required air sealing;
- High-efficiency building envelopes;
- Proper insulation and duct sealing; and
- Window and material specifications appropriate for Flagstaff's climate.

While the plan does not require all-electric buildings, builders will have the flexibility to select energy systems that meet code performance standards, whether traditional gas-fired systems, high-efficiency furnaces, or emerging heat-pump technologies. Cold-climate heat pumps may be used where feasible, offering an efficient option without mandating a single technology or raising construction costs.

Typical industry-standard equipment, such as Energy Star® appliances, water heaters, and HVAC systems, will be incorporated throughout residential, commercial, and lodging buildings based on availability and builder preference.

The project will also encourage the use of widely available low-carbon construction materials, including engineered wood products, advanced framing techniques, recycled-content materials, and concrete mixes designed to reduce embodied carbon, all without requiring specialty or proprietary products.

Water Efficiency and Plumbing Standards

Plumbing fixtures meeting WaterSense-equivalent performance will be used throughout STL 290 to support water conservation goals. These readily available fixtures reduce indoor water demand, complementing the community's energy-efficiency efforts by lowering hot-water usage and associated energy consumption.

Solar-Ready Building Design

Buildings across STL 290 will incorporate solar-ready features, such as structural load capacity and conduit pathways that enable future photovoltaic installation. While solar deployment is not required, this approach allows homeowners, commercial tenants, and lodging operators to adopt small-scale renewable energy systems over time as technology prices evolve. This future-ready posture supports long-term energy independence and aligns with the City's emphasis on expanding renewable energy use at the local level.

Energy Efficiency Through Housing Diversity

The plan's Missing Middle and Medium-Density neighborhoods include a range of attached housing types, townhomes, duplexes, triplexes, condominiums, and garden-style apartments. Attached homes naturally reduce energy loss through shared walls and produce lower per-unit heating and cooling demands. This housing mix provides both attainable ownership options and energy-efficient living environments consistent with the Master Plan's sustainability goals.

R. Project Benefit to Public & Community

The STL 290 Master Plan, including both the R1 Missing Middle Residential Rezone and the Commercial, Lodging, and Medium-Density Rezone, represents a thoughtfully integrated vision for a dynamic, sustainable, and livable community that aligns with the City of Flagstaff's growth policies, Regional Plan goals, and long-term community objectives.

Situated within the City's established Urban Growth Boundary, the plan transforms underutilized State Trust Land into a vibrant, well-connected neighborhood that combines housing, lodging, retail, and recreation in a forested, accessible setting. Through compact design, environmental stewardship, and strategic infrastructure investment, STL 290 leverages the full potential of the site to create meaningful and lasting public value.

The Master Plan emphasizes smart growth, walkability, and community cohesion by clustering development in appropriate areas, preserving open space, and connecting people to nature and services. The result is a development pattern that is physically suitable, environmentally responsible, and socially beneficial, enhancing quality of life for both current and future residents.

Key Public Benefits

Revitalization of Underutilized Land

Transforms currently undeveloped property within Flagstaff's designated Urban Growth Boundary into a productive, mixed-use community that balances housing, tourism, and open space in a sustainable manner.

Creation and Expansion of Housing Opportunities

Adds up to 1,312 new housing units across all 20 Development Areas (including between 315-721 R1 missing-middle homes and 280-554 medium-density units) that offer diverse options for families, professionals, and retirees. The housing is designed with proximity to parks, trails, shops, and services, advancing Flagstaff's goals for housing affordability and accessibility.

Tourism and Economic Development

Establishes a destination lodge and commercial village that support eco-tourism, outdoor recreation, and local entrepreneurship. These uses contribute to Flagstaff's economic vitality by creating jobs, strengthening the visitor economy, and enhancing the city's reputation as a recreation-oriented destination.

Investment in Public Infrastructure

Delivers nearly 10,000 linear feet of new roadway, trail, and utility infrastructure, including the extension of John Wesley Powell Boulevard and Ponavera Boulevard, along with regional trail connections and Arizona Trail realignment. These improvements expand access, strengthen regional mobility, and benefit the broader Flagstaff community.

Smart Growth and Clustered Development

Implements a compact and clustered development pattern that reduces land disturbance, conserves open space, and promotes walkability. This pattern concentrates higher-intensity uses near transportation corridors and activity centers, reducing sprawl and improving efficiency of public services.

Sustainable Transportation and Reduced Emissions

Locates higher-density housing and commercial uses near major corridors to encourage multi-modal travel, reduce reliance on personal vehicles, and lower greenhouse gas emissions through walkability, transit-readiness, and trail connectivity.

Creation of a Community Activity Center

Establishes a vibrant, year-round Commercial Village with parks, plazas, and civic spaces that activate the commercial and lodging core. These spaces support outdoor dining, markets, events, and recreation, strengthening the sense of place and

community identity.

Environmental Stewardship and Low-Impact Design

Preserves significant open space, native vegetation, and natural drainageways through resource-sensitive planning and use of permeable surfaces. The plan integrates sustainable design practices, including water-efficient landscaping, dark-sky compliant lighting, and forest fire defensible zones, to protect the region's ecological integrity.

By combining missing middle housing, mixed-use vitality, and environmental preservation, the STL 290 Master Plan delivers a balanced and forward-looking model for growth, one that meets Flagstaff's housing and economic needs while honoring its forested landscape and small-town character.

S. Findings For Zoning Map Amendment

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

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

The proposed amendment is consistent with and conforms to the goals of the Flagstaff Regional Plan 2030, and the accompanying STL 290 Specific Plan (which replaces 18.10 with 18 A-E), as described in detail in Section III of this narrative and the Appendix.

The subject property lies within the Urban Growth Boundary, an area explicitly designated for responsible, well-planned expansion, and carries a Suburban Land Use classification under the Regional Plan. This designation supports a mix of uses and neighborhood-scaled development that balance housing, recreation, and employment opportunities.

The STL 290 Master Plan advances these objectives by creating a compact, mixed-use, and walkable community that integrates single-family, medium-density, and missing-middle housing with commercial services, visitor lodging, and extensive open space. The development pattern clusters higher-intensity uses along the John Wesley Powell Boulevard and Ponavera Boulevard corridors, consistent with the Regional Plan's guidance for efficient infrastructure investment, reduced vehicle dependency, and sustainable growth.

Collectively, the project contributes up to 1,312 housing units, including between 315-721 missing-middle homes within the R1 areas and between 280-554 medium-density units within the medium density and mixed-use zones. The plan directly supports Flagstaff's housing goals by increasing diversity of housing types near jobs, recreation, and services while preserving the forested character that defines the region.

In addition, the commercial village and destination lodge components fulfill the Regional Plan's objectives for economic development, tourism, and the creation of vibrant activity centers that serve both residents and visitors. The result is a development that aligns with the City's long-term vision for a balanced, resilient, and well-connected community.

The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City and will add to the public good as described in the General Plan; and

The proposed Zoning Map Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. On the contrary, it will enhance the public good by delivering critical housing, infrastructure, and economic investment in accordance with the goals of the Regional Plan.

The STL 290 development introduces a balanced land use pattern that integrates housing, commercial services, and lodging into a connected and walkable framework. This mix supports local job creation, encourages active transportation, and

provides community access to recreation and open space, fostering a more complete, livable neighborhood.

The project also extends key public infrastructure to an area currently lacking such services. Specifically, it provides approximately 4,972 linear feet of new roadway, trail, and utility infrastructure within an arterial corridor, and another 4,519 linear feet within a collector corridor, including regional trail connections and Arizona Trail realignment. These improvements benefit not only the STL 290 community but also support future growth and housing opportunities in the surrounding area.

By strategically locating higher-density housing and commercial uses along major corridors, STL 290 also helps reduce vehicle trips and emissions, supporting Flagstaff's climate action and sustainability goals while improving accessibility for residents and visitors alike.

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.

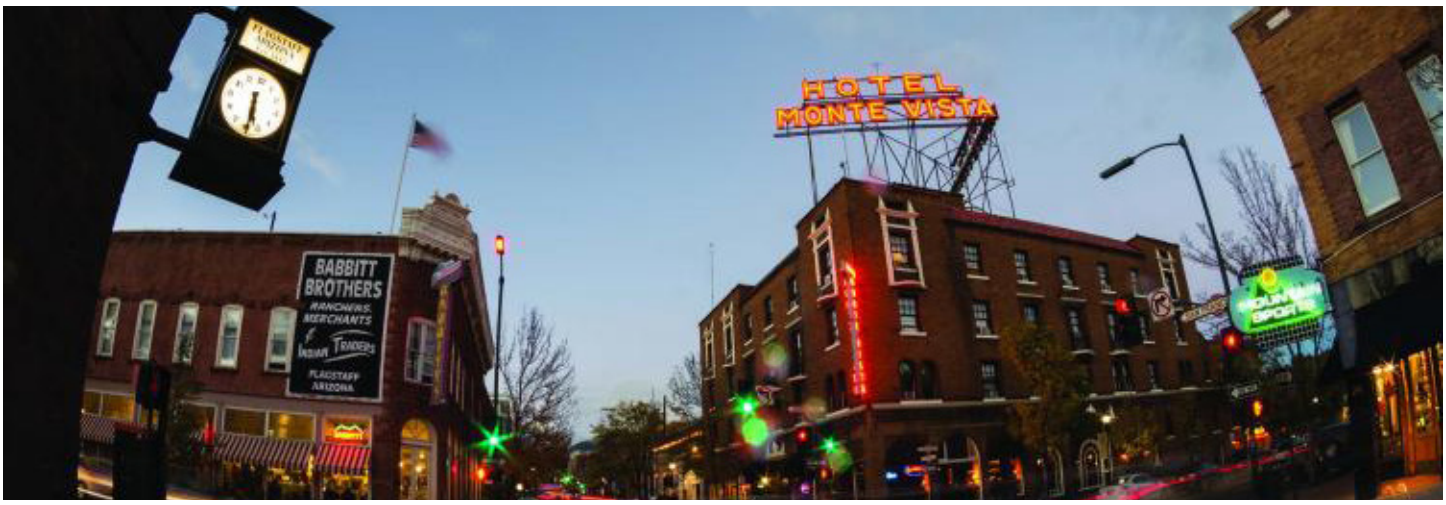
The affected site is physically suitable in terms of design, location, shape, size, and operating characteristics, and is adequately served by existing and planned public and emergency services. The development area provides for safe and efficient access for fire, medical, and police services and will be fully supported by City-standard utilities, including potable water, wastewater collection and treatment, storm drainage, and solid waste management.

The site's configuration, topography, and adjacency to major roadways make it particularly appropriate for the planned mix of residential, commercial, and recreational uses. The project will not endanger or jeopardize surrounding properties or infrastructure. Instead, it will strengthen the area's connectivity and overall functionality through the extension of John Wesley Powell Boulevard and Ponavera Boulevard.

All proposed development within STL 290 will meet or exceed applicable City standards and codes, including those governing resource protection, slope management, stormwater design, and dark-sky lighting.

<u>Conclusion</u>

Based on the findings required under Section 10-20.50.040, the STL 290 Zoning Map Amendment, including both the R1 Missing-Middle Rezone and the SC/HC/MR Mixed-Use Rezone, meets all applicable criteria for approval. The amendments are consistent with adopted City policies, advances the goals of the Regional and Specific Plans, and provide substantial public benefits through sustainable design, housing diversity, infrastructure investment, and environmental stewardship.



T. Conclusion

The City of Flagstaff is entering a pivotal period of coordinated growth and long-range planning. With both the Flagstaff Regional Plan 2045 and the J.W. Powell Boulevard Public Infrastructure and Facilities Specific Plan advancing toward key milestones, the groundwork is being laid for a more connected, resilient, and livable city. These foundational initiatives establish clear priorities in land use, housing, transportation, and infrastructure, unlocking new opportunities for responsible, well-planned development.

In alignment with these city-led efforts, Symmetry Companies, in partnership with Capstone Homes, proposes the STL 290 Specific Plan and companion rezoning for approximately 290 acres—including 139 acres of R1 Missing-Middle Residential and 72.14 acres of Commercial, Lodging, and Medium-Density Residential uses. Together, these areas form a thoughtfully designed mountain community that builds on Flagstaff's natural setting and the City's investment in strategic regional planning.

The STL 290 Master Plan establishes a framework for compact neighborhoods, diverse and attainable housing options, integrated commercial and lodging areas, and a robust network of parks, trails, and open spaces. The plan reflects Flagstaff's vision for sustainability, affordability, and multimodal connectivity—reducing dependence on personal vehicles, preserving critical environmental resources, and fostering a stronger sense of community identity.

By aligning closely with the Regional Plan and City infrastructure priorities, STL 290 represents responsible, future-ready growth—a model for how Flagstaff can accommodate its housing and economic needs while maintaining the environmental quality and mountain character that define the region.

Approval of this rezoning will not only advance the City's goals for sustainable and balanced development but will also deliver a vibrant, enduring neighborhood that enhances Flagstaff's quality of life for generations to come.





APPENDIX A - Regional Plan Compliance

Specific goals and policies of the Regional Plan that are achieved through this rezoning include:

Environmental Planning & Conservation (2030)

- Goal E&C.2. Achieve carbon neutrality for the Flagstaff community by 2030.
- Policy E&C.2.1. Encourage the reduction of energy and material consumption.

Response: The STL 290 Master Plan supports the City's energy and climate goals by shaping a community framework that naturally reduces emissions and promotes efficient, climate-responsive development. The project's land use pattern, bringing homes, lodging, recreation, and neighborhood-serving commercial uses into walkable proximity, significantly decreases reliance on vehicle travel and supports multimodal mobility through connected streets, trails, and EV-ready infrastructure. These design strategies help lower transportation-related emissions while expanding access to active transportation options.

Building performance across STL 290 will reflect contemporary construction standards that already achieve substantial energy efficiency gains, including high-performing building envelopes, modern insulation requirements, and efficient mechanical systems. Additional industry-standard practices such as thoughtful building orientation, strategic shading, daylighting, and solar-ready design further enhance long-term energy performance without imposing specialized technologies. The plan accommodates flexible heating, cooling, and appliance choices, ensuring builders can use widely available high-efficiency equipment in a manner that balances affordability and sustainability.

Material selection and water-efficient fixtures will follow common low-carbon and WaterSense-equivalent practices now widespread in residential and commercial construction, helping reduce resource consumption while maintaining design flexibility. The community's mix of housing types, including a significant proportion of attached homes, supports energy goals by naturally reducing energy loss and creating more efficient building forms.

Collectively, these strategies advance the City's sustainability objectives through practical, proven, and market-feasible approaches that integrate multimodal access, modern construction practices, and climate-responsive community design into the fabric of STL 290 (see Energy Goals and Policies below for more information).

- Goal E&C.3. Prepare Flagstaff's community systems and resources to be more resilient to climate change impacts, and address climate change in a manner that prioritizes those most impacted and ensures the costs and benefits of climate adaptation and mitigation are equitably distributed.
- Policy E&C.3.1. Develop and implement a comprehensive and proactive approach to prepare the community for and to minimize the impacts of climate change induced hazards.

The STL 290 Master Plan supports the City's resilience and climate adaptation goals by creating a community form that responds thoughtfully to Flagstaff's evolving environmental conditions. Through its land use structure, open space network, and climate-responsive design principles, the project strengthens the community's capacity to adapt to climate-related hazards while ensuring that the benefits of resilience measures are shared broadly among future residents, workers, and visitors.

In alignment with Goal E&C.3, the plan incorporates a balanced distribution of housing types, accessible mobility options, and connected recreational areas that support a healthy, adaptable community structure. The integration of extensive open space, including forested areas, drainage corridors, and trail systems, contributes to wildfire risk reduction, stormwater management, and heat-mitigation functions that are essential to long-term resilience in a warming climate. These features naturally support the residents who may be most affected by climate impacts by providing safe, shaded pedestrian routes, access to nature, and a built environment designed to moderate extreme conditions.

Consistent with Policy E&C.3.1, the master plan provides a proactive framework for minimizing climate-related hazards through strategic site planning and resource conservation. Street alignments and development footprints

are positioned to avoid steep slopes, preserve riparian areas, and maintain mature ponderosa pine stands that contribute to slope stability, cooling, and habitat continuity. The project's clustered development approach reduces exposure to wildfire risk by limiting fragmentation of the landscape and retaining large tracts of natural vegetation that serve as buffers and fuel breaks. These strategies complement modern construction requirements and emergency access planning, creating a safer development pattern that anticipates long-term environmental change.

By combining compact neighborhood design, preserved natural systems, and flexible infrastructure that can evolve with emerging technologies, STL 290 contributes to a more resilient community while supporting equitable access to safe housing, recreation, and mobility choices. The result is a development that not only responds to current climate conditions but is designed to remain adaptable, inclusive, and sustainable well into the future.

Through participation in the City of Flagstaff's Resource Protection Pilot Program, this application advances development approaches that promote forest stewardship and contribute to a more wildfire-resilient community.

- 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.5.3. Continue to enforce dark sky ordinances.

Response: STL 290 Master Plan, including both the R1 Residential and Commercial, Lodging, and Medium-Density areas, will implement stringent dark-sky lighting standards. Given the Property's proximity to both the Lowell Observatory and the U.S. Naval Observatory, all lighting will comply with the City's Outdoor Lighting Code (enforced by Community CC&Rs).

Symmetry Companies recognizes that Flagstaff's dark skies are a defining natural, economic, and cultural resource and that their preservation is central to the City's identity as the world's first International Dark Sky City. Reducing light pollution also contributes to energy efficiency and overall environmental health. To this end, all lighting will utilize fully shielded, low-spectrum fixtures consistent with Flagstaff's Outdoor Lighting Code, minimizing glare and light trespass while preserving dark sky conditions.

This careful approach ensures that illumination will enhance safety and visibility while preserving the nocturnal environment. Where accent lighting is used, it will highlight architectural or landscape features in subtle, energy-efficient ways that respect the surrounding forest and night sky.

- Goal E&C.6. Protect, restore, and improve ecosystem health and maintain native plant and animal communities diversity across all land ownerships in the Flagstaff region.
- Policy E&C.6.2. Encourage all landowners and land management agencies to emphasize forest ecosystem restoration and catastrophic fire risk reduction for the lands under their respective jurisdictions.
- Policy E&C.6.3. Promote protection, conservation, and ecological restoration of the region's diverse ecosystem types and associated animals.
- Policy E&C.6.4. Support collaborative efforts to return local native vegetation, channel structure and, where possible and applicable, preservation and restoration of in-stream flows to the region's riparian ecosystem.
- 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.

Response: The STL 290 Master Plan has been intentionally shaped to protect, maintain, and enhance the ecological systems that define the site's mature ponderosa pine landscape. The plan's development pattern prioritizes forest-sensitive design, retention of natural topography, and preservation of drainageways and wildlife movement areas, core components of ecosystem health in the Flagstaff region.

Consistent with Policy E&C.6.2, the master plan supports forest ecosystem restoration and catastrophic fire risk reduction by concentrating development in the most suitable areas and retaining large, continuous stands of ponderosa pine. This pattern reduces fragmentation, maintains natural fuel breaks, and provides opportunities for ongoing forest stewardship practices that improve forest structure and reduce wildfire hazards over time. Roadway alignments and open space corridors work together to create defensible spaces and landscape transitions that complement regional fire management strategies.

In alignment with Policy E&C.6.3, the plan promotes the conservation of diverse ecosystem types by maintaining natural drainage channels, protecting riparian vegetation

where present, and ensuring that wildlife corridors remain functional across the site. These features sustain habitat continuity for native plant and animal communities and reinforce the ecological integrity of the surrounding forest matrix.

Supporting Policy E&C.6.4, the STL 290 plan maintains the natural form and function of existing drainageways, which are preserved as open space corridors and integrated into the site's trail network and stormwater approach. By avoiding unnecessary channel modification and protecting the vegetation associated with these features, the plan contributes to the long-term health of riparian systems and helps sustain hydrologic patterns important to downstream environments.

In accordance with Policy E&C.6.8, areas that require disturbance for development or infrastructure will be replanted with native, drought-tolerant, or edible species drawn from the City's approved plant lists. Landscaping will follow xeriscape principles to reduce water demand, restore natural character, and blend new development seamlessly into the surrounding forested landscape.

Together, these strategies ensure that STL 290 advances the Regional Plan's goals for ecosystem protection, biodiversity, and climate resilience. By aligning development footprints with ecological constraints and emphasizing thoughtful stewardship, the project demonstrates how environmentally sensitive planning can sustain and enhance the natural systems that define Flagstaff's identity.

- Goal E&C.7. Give special consideration to environmentally sensitive lands in the development design and review process.
- Policy E&C.7.1. Design development proposals and other land management activities to minimize the alteration of natural landforms and maximize conservation of distinctive natural features.

The STL 290 Master Plan places environmentally sensitive lands at the center of its design approach. Development areas are organized around the site's natural assets, including ponderosa forests, drainage corridors, and areas of steeper terrain, ensuring that these features guide the land use pattern. In support of Goal E&C.7, the plan preserves significant open space networks that maintain habitat continuity and the site's natural visual character.

Consistent with Policy E&C.7.1, building footprints and roadway alignments have been sited to minimize grading and disturbance, following existing landforms wherever feasible. Natural drainageways are retained as open space and ecological corridors, reducing alteration of topography while enhancing stormwater function and overall resilience. This design approach ensures that development blends into the landscape and protects the distinctive natural features that define the Flagstaff region.

- Goal E&C.9. Protect soils through conservation practices.
- Policy E&C.9.2. Construction projects employ strategies to minimize disturbed area, soil compaction, soil erosion, and destruction of vegetation.

The STL 290 Master Plan incorporates conservation-minded development practices that protect soils and maintain the site's natural stability. By organizing neighborhoods around existing landforms, drainage corridors, and forested areas, the plan minimizes the footprint of disturbance and reduces the need for extensive grading. Large open space areas are preserved in their natural condition, helping maintain soil structure, vegetation cover, and watershed function.

Consistent with Policy E&C.9.2, construction activities will follow widely used best practices to limit soil compaction, erosion, and vegetation loss. These measures include restricting disturbance to designated building envelopes, maintaining protective fencing around retained trees and natural features, and implementing erosion-control methods appropriate to Flagstaff's climate and topography. Together, these strategies ensure that development occurs in a manner that protects soil resources, promotes long-term landscape stability, and supports the ecological health of the surrounding environment.

- Goal E&C.10. Protect indigenous wildlife populations, localized and larger-scale wildlife habitats, ecosystems processes, and wildlife movement areas throughout the planning area.
- Policy E&C.10.2. Protect, conserve, and when possible enhance and restore wildlife habitat on public land.
- Policy E&C.10.3. Protect sensitive and uncommon habitats such as ephemeral wetlands, riparian habitats, springs and seeps, rare plant communities, and open prairie ecosystems including the physical elements such as water sources and soil types on which they depend through open space acquisition efforts, avoiding these features in the design of subdivisions and other

development, etc.
- Policy E&C.10.6. Conserve and restore important wildlife corridors throughout the planning area to allow wildlife to find suitable habitat in the face of climate change by moving along vegetational and elevational gradients.

The STL 290 Master Plan has been structured to preserve the ecological systems and wildlife functions that define the site and surrounding region. By concentrating development in the most suitable areas and retaining expansive forested open spaces and drainage corridors, the plan protects habitat quality and maintains the natural processes that indigenous wildlife depend on.

Consistent with Policy E&C.10.2, the preserved natural areas within STL 290, particularly mature ponderosa pine stands and connected open space corridors, support ongoing habitat conservation efforts and maintain the ecological integrity of the broader forest landscape. These areas function as stable habitat patches within the development pattern, helping sustain local wildlife populations.

In alignment with Policy E&C.10.3, the plan avoids sensitive and uncommon habitats such as riparian features, ephemeral drainages, and areas with unique vegetation or soil characteristics. These resources are incorporated into the open space network rather than disturbed by construction, maintaining hydrologic function and protecting the physical conditions essential to the region's plant and wildlife communities.

Supporting Policy E&C.10.6, STL 290 maintains and enhances wildlife movement opportunities by preserving continuous greenway corridors along natural drainageways and forested terrain. These connections allow wildlife to move across vegetational and elevational gradients, supporting adaptation to changing environmental conditions and ensuring access to suitable habitat over time.

Together, these design strategies ensure that STL 290 contributes to the long-term protection of wildlife habitat, movement corridors, and ecological processes while integrating sensitive, forest-informed development into the Flagstaff landscape.

Open Space (2030)

- Goal OS.1. The region has a system of open lands, such as undeveloped natural areas, wildlife corridors and habitat areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health.
- 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.

Response: The STL 290 Master Plan, including both the R1 Residential and Commercial, Lodging, and Medium-Density areas, has been intentionally designed to integrate a comprehensive system of parks, trails, and open spaces that preserve natural features while connecting residents, visitors, and recreation destinations. This network forms the backbone of the community, linking neighborhoods to parks, commercial areas, and regional trail systems such as the Arizona Trail.

The open space framework serves multiple purposes: it protects wildlife corridors and ecological systems, provides non-motorized connectivity across the development, and creates meaningful places for interaction with the natural environment. Residents will have safe, convenient access to walking, biking, and running routes, as well as shaded seating areas and natural preserves designed to encourage outdoor activity and wellness.

Beyond recreation, these spaces promote community health, social connection, and environmental resilience. They support regular physical activity, helping to reduce chronic health risks such as heart disease and obesity, while also fostering mental well-being through exposure to nature. Trails and parks act as shared social spaces where neighbors can meet, recreate, and engage in community life, strengthening the sense of belonging and place.

In keeping with the Regional Plan's vision, STL 290 integrates open space qualities directly into the built environment, ensuring that every neighborhood has easy access to nature, views, and quiet reflection. The result is a development pattern that balances growth with conservation, access with protection, and community vitality with ecological integrity, a model of sustainable open space integration for Flagstaff's future.

Water Resources (2030):

- Goal WR.3. Satisfy current and future human water demands and the needs of the natural environment

through sustainable and renewable water resources and strategic conservation measures.
- Policy WR.3.4. Use reclaimed water and rainwater harvesting wherever appropriate and practical.

Response: The STL 290 Master Plan, encompassing both the R1 Residential and Commercial, Lodging, and Medium-Density areas, is designed to support sustainable water resource management through the use of renewable, reclaimed, and low-impact systems. It is anticipated that public reclaimed water will be necessary for the irrigation of active open space and enhanced landscape areas within the 290 Acres, through the approval of a new reclaimed water agreement. The applicant plans to request of the City that they be allowed to use the excess supply from Pine Canyon as a part of the new agreement.

By integrating reclaimed water into the landscape irrigation network and designing for rainwater harvesting opportunities where practical, the project helps ensure a resilient and sustainable long-term water supply. These strategies directly align with the Regional Plan's goals for water efficiency and conservation, demonstrating responsible water stewardship in a region where water sustainability is a defining priority.

- Goal WR.5 Manage watersheds and stormwater to address flooding concerns, water quality, environmental protections, and rainwater harvesting.
- Policy WR.5.2. Incorporate pedestrian access, trails, and watchable wildlife opportunities into natural watercourses when practical.

Response: The stormwater and watershed management approach within STL 290 emphasizes natural hydrology, infiltration, and ecological balance. Trails and pedestrian pathways have been designed with permeable, low-impact materials that promote infiltration and reduce erosion. Routing has been carefully planned to follow natural landforms, preserve mature trees where feasible, and maintain existing drainage corridors, while integrating safe, scenic public access to nature.

These corridors function as ecological greenways, supporting wildlife movement and continuity of natural landscape features across the site. They also provide opportunities for watchable wildlife, environmental education, and low-impact recreation, blending watershed management with community amenities.

Through its use of reclaimed water, permeable surfaces, and natural stormwater systems, STL 290 exemplifies Flagstaff's commitment to sustainable water management—balancing human needs with environmental protection and advancing the City's long-term vision for responsible, climate-conscious growth.

Energy (2030):

- Goal E.1. Increase energy efficiency.
- Policy E.1.4. Promote cost-effective, energy-efficient technologies and design in all new and retrofit buildings for residential, commercial, and industrial projects.
- Goal E.2. Expand production and use of renewable energy.
- Policy E.2.1. Promote renewable energy sources that reduce demand upon fossil fuels and other forms of generation that produce waste.
- Policy E.2.4. Encourage small-scale renewable energy production and use on the local level on appropriate residential, commercial, and industrial parcels.

Response: The STL 290 Master Plan, including the R1 Residential and the Commercial, Lodging, and Medium-Density areas, supports the City's energy and sustainability objectives through compact land use, multimodal connectivity, and industry-standard building practices. Together, these strategies directly advance Goal E.1 and Policy E.1.4 by promoting cost-effective, energy-efficient design, while also creating long-term capacity for renewable energy consistent with Goal E.2, Policy E.2.1, and Policy E.2.4.

Transportation and Emissions Reduction

To reduce transportation-related emissions in a manner consistent with widely adopted national development practices, STL 290 residential, and commercial developments will incorporate (Supports Goal E.1 & Policy E.1.4 by reducing energy demand from mobility):

- EV-ready infrastructure in select residential and commercial areas, allowing future residents or tenants to install charging equipment when desired;
- Micromobility-supportive features, such as short-term bike parking and storage space within multifamily buildings; and
- A continuous pedestrian and bicycle network that provides safe alternatives to short vehicle trips.

STL 290 is designed around a walkable street hierarchy, providing direct and intuitive pedestrian and bicycle routes to commercial, lodging, parks, and trail systems. The

project integrates FUTS-aligned trail corridors, multimodal pathways, and street designs that accommodate future transit service, supporting reduced vehicle dependence and aligning with regional mobility goals.

Building Efficiency and Weatherization

All buildings within STL 290 will follow current building code requirements, which already mandate baseline energy performance measures, including insulation standards, efficient windows, and mechanical equipment sizing. Typical industry-standard approaches such as optimized building orientation, daylighting, and appropriate shading strategies, will further reduce energy loads (Directly supports Goal E.1 and Policy E.1.4).

Applicable to all buildings within STL290, weatherization and efficiency will be met primarily through:

- Code-required air sealing,
- High-efficiency building envelopes,
- Proper insulation and duct sealing, and
- Window and material selections consistent with regional climate needs.

The plan does not commit to all-electric buildings. Instead, STL 290 will allow builders flexibility to select energy systems that comply with adopted codes and meet performance expectations, accommodating both traditional and emerging technologies as the market continues to evolve.

Builders are encouraged to utilize high-efficiency furnace and cooling systems, heat pump technologies, or other conventional equipment appropriate for Flagstaff's climate. Cold-climate heat pumps may be used where feasible, but are not required, ensuring affordability and product availability.

Applicable to all buildings within STL290, Energy Star–rated appliances, water heaters, and HVAC systems will be implemented throughout the STL 290 Master Plan, though specific selections will be made by builders based on market availability, technology improvements, and buyer preferences.

The project anticipates the use of conventional, widely available low-carbon materials, such as engineered wood products, advanced framing systems, recycled-content materials, and concrete mixes that meet current environmental performance standards. No specialty carbon-storage materials are required.

Applicable to all buildings within STL290, plumbing fixtures that meet WaterSense equivalent performance, will be utilized to support water conservation goals without requiring specialized products (Supports Goal E.1: cost-effective efficiency & reduced embodied energy).

All commercial and multi-family buildings within STL 290 will incorporate solar-ready design, including structural load capacity and conduit pathways that allow for future photovoltaic installation. While solar panels are not required, this approach enables homeowners, businesses, and lodging operators to adopt small-scale renewable systems when desired, consistent with the City's vision for expanded renewable energy production.

This flexibility aligns with Policy E.2.1 by supporting future renewable energy adoption and reducing dependence on fossil-fuel-based energy sources.

Medium-density residential areas, and Missing Middle neighborhoods, will include a variety of attached housing types such as townhomes, duplexes, triplexes, condominium buildings, and garden style apartments. Attached housing naturally provides shared walls and reduced energy loss, supporting the City's efficiency goals while also offering attainably priced housing options (Supports Goal E.1 through naturally efficient building typologies).

Through contemporary building standards, flexible energy system design, solar-ready buildings, and a multimodal land use pattern, STL 290 advances:

- Goal E.1 and Policy E.1.4 by promoting cost-effective, energy-efficient buildings;
- Goal E.2 and Policy E.2.1 by supporting the long-term transition to renewable energy; and
- Policy E.2.4 by enabling small-scale renewable energy at the parcel level across residential, commercial, and lodging uses.

These strategies create an adaptable, efficient, and future-ready development that supports Flagstaff's evolving energy and sustainability goals without imposing specialized or cost-intensive requirements.

Community Character (2030):

- Goal CC.1. Reflect and respect the region's natural setting and dramatic views in the built environment.
- Policy CC.1.1. Preserve the natural character of the region through planning and design to maintain views

of significant landmarks, sloping landforms, rock outcroppings, water courses, floodplains, and meadows, and conserve stands of ponderosa pine.
- Policy CC.1.2. Continue to define and further develop the community character by incorporating the natural setting into the built environment at all design scales.
- Policy CC.1.6. Encourage cluster development to preserve open space, viewsheds, and scenic vistas.

Response: The STL 290 Master Plan, including both the R1 Residential and Commercial, Lodging, and Medium-Density areas, has been designed to preserve and celebrate Flagstaff's natural character and scenic setting through thoughtful planning, site design, and architectural expression. The development responds directly to the region's topography and ecological context, retaining key natural features such as sloping landforms, mature stands of ponderosa pine, meadows, floodplains, rock outcroppings, and drainage corridors. These features are viewed not as constraints but as assets, integrated into the open space framework and trail network to reinforce a strong connection between the built and natural environments.

The plan embraces clustered development patterns that balance density with conservation. Higher-intensity uses and missing-middle housing are concentrated in walkable areas near transportation corridors, allowing large contiguous areas of open space to remain preserved. This approach protects viewsheds, wildlife corridors, and sensitive habitats, while simultaneously supporting sustainable infrastructure and efficient land use. The result is a community pattern that embodies Flagstaff's vision for character-driven, resource-conscious growth, ensuring that development complements the surrounding forest and mountain landscape.

- Goal CC.2. Preserve, restore, and rehabilitate heritage resources to better appreciate our culture.
- Policy CC.2.3. Mitigate development impacts on heritage resources.

Response: The STL 290 Master Plan supports the preservation and understanding of Flagstaff's cultural heritage by ensuring that development proceeds in a manner that identifies, respects, and appropriately manages heritage resources. A cultural resources survey completed during the State Land acquisition determined that no known heritage resources are located within the project area; however, the development will continue to comply with all applicable state requirements to protect any cultural sites that may be discovered in the future. This approach carries forward the stewardship responsibilities established through the State Land Department patent conditions and embeds them into the long-term implementation of the Specific Plan.

Consistent with Goal CC.2, the plan incorporates procedures that safeguard the region's cultural and archaeological integrity. Prior to any ground disturbance in areas not previously surveyed, investigations will be conducted in accordance with State Land Department requirements. Should any cultural or archaeological materials be encountered during construction, work will cease and the discovery will be managed pursuant to state protocols. In alignment with Policy CC.2.3, these practices ensure that potential development impacts on heritage resources are appropriately mitigated.

In addition, the General Landscaping Plan, as described in this document and the Specific Plan, further reinforces Goal CC.2 and Policy CC.2.3 by preserving the site's cultural landscape character and natural systems. The landscape strategy retains and enhances the ponderosa pine forest, natural drainageways, and meadow corridors that define the region's visual and cultural identity. Key elements, such as protection of existing pines and oak stands, preservation of natural drainage corridors, and use of native and drought-tolerant species, help maintain the natural setting that has historically shaped the cultural experience of Flagstaff.

Firewise landscape practices, forest-health treatments, and the conservation of natural landforms not only support ecological resilience but also protect the cultural landscape, ensuring that development remains visually subordinate to the site's natural character. The enhanced mixed-use and activity center landscape zones incorporate context-sensitive plantings and streetscapes that reinforce regional identity while maintaining compatibility with the broader forest and meadow environment.

Through this integrated approach, combining cultural resource procedures with a landscape framework that protects the natural features central to Flagstaff's heritage, the STL 290 Specific Plan demonstrates a comprehensive and respectful commitment to cultural stewardship. This ensures that both tangible and landscape-based cultural

resources are preserved, respected, and incorporated into the community's long-term character consistent with Goal CC.2 and Policy CC.2.3.

- Goal CC.4. Design and develop all projects to be contextually sensitive, to enhance a positive image and identity for the region.
- Policy CC.4.2. Design utilities and infrastructure to be contextual and considered as part of the overall design aesthetics.
- 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.4.6. Use landscaping to benefit the environment and improve aesthetics, in order to maximize the economic benefit that a well landscaped community provides.

Response: The STL 290 development places a strong emphasis on contextual sensitivity, drawing inspiration from Flagstaff's natural setting, cultural identity, and mountain-town character to create a cohesive and authentic sense of place.

To support Policy CC.4.2, utilities and infrastructure will be treated as integrated design elements, carefully coordinated with building forms, materials, and landscape treatments to ensure visual cohesion. The siting and materials of these features will minimize visual impacts and harmonize with the surrounding forest environment.

In alignment with Policy CC.4.4, streets and parking areas are designed to balance the needs of vehicles, pedestrians, and cyclists while maintaining a comfortable, human scale. Traffic-calming measures, landscaped medians, and multi-use pathways are incorporated to create an attractive, walkable public realm that reflects the terrain's natural patterns and promotes multimodal access.

Consistent with Policy CC.4.6, the landscape strategy for STL 290 emphasizes the preservation of mature ponderosa pines, the use of native and drought-tolerant plant species, and the creation of themed open spaces that enhance the aesthetic, ecological, and recreational quality of the site. Landscaping functions as both an environmental tool, supporting stormwater management, shade, and habitat continuity, and a visual unifier that strengthens the overall community character.

Together, these design principles establish STL 290 as a context-driven, environmentally responsive development that supports community well-being, celebrates Flagstaff's mountain identity, and contributes to the aesthetic, economic, and cultural vitality of the region.

The proposed R1 zoning within STL 290 reinforces Community Character goals by ensuring that new residential neighborhoods are compatible in scale, form, and landscape character with the surrounding forested environment. Consistent with the Community Character policies, the R1 areas are intentionally located in portions of the site where topography, existing vegetation, and natural drainage patterns can be preserved and incorporated into neighborhood design. The lower-intensity residential pattern allows for missing middle residential units to be sited with variable building envelopes, and significant tree retention, preserving the visual continuity of the ponderosa pine landscape character expected at the community's edge. In alignment with Policy CC.4.1, architectural and site design standards for R1 will emphasize natural materials, subdued color palettes, and building heights that remain subordinate to surrounding tree canopies, ensuring that the built environment blends seamlessly with the natural setting. By prioritizing open space integration, view corridor protection, and forest-sensitive design, the R1 zoning advances the Regional Plan's community character objectives and establishes a residential fabric that is both contextually appropriate and environmentally responsive.

Growth Areas & Land Use (2030):

- Goal LU.2. Develop Flagstaff's Greenfields in accordance with the Regional Plan and within the growth boundary.
- Policy LU.2.1. Design new neighborhoods that embody the characteristics of Flagstaff's favorite neighborhoods – that is, with a mix of uses, a variety of housing types and densities, public spaces, and greater connectivity with multimodal transportation options.
- Policy LU.2.2. Design new development to coordinate with existing and future development, in an effort to preserve viewsheds, strengthen connectivity, and establish compatible and mutually supportive land uses.
- Policy LU.2.3. New Development should protect cultural and natural resources and established wildlife corridors, where appropriate.

Response: The STL 290 Master Plan, including both the R1 Residential and Commercial, Lodging, and Medium-Density Rezone Areas, embodies the principles of Flagstaff's greenfield planning vision by creating diverse, connected, and environmentally responsive neighborhoods within the City's Urban Growth Boundary.

The plan integrates a full spectrum of "missing middle" housing types, from smaller-lot single-family homes and duplexes to townhomes and condominium buildings. These neighborhoods are supported by nearby commercial and lodging uses organized around a central Commercial Village, ensuring daily needs and employment opportunities are accessible by walking or biking.

The development responds sensitively to Flagstaff's topography and ecological systems, preserving stands of Ponderosa pine, protecting drainage corridors and wildlife movement areas, and maintaining key viewsheds. Through clustered development, density is concentrated in appropriate, walkable areas, while large open spaces and trail corridors connect homes, parks, and the Arizona Trail. This balanced approach strengthens connectivity, conserves natural features, and reflects the qualities of Flagstaff's most beloved neighborhoods.

The R1 rezoning plays a critical role in achieving Flagstaff's greenfield development objectives by placing low-intensity, forest-sensitive neighborhoods in areas where steep slopes, mature ponderosa stands, and wildlife movement corridors limit suitability for higher-density development. Consistent with Policy LU.2.1, the R1 neighborhoods incorporate a variety of "missing middle" housing types while retaining the open space structure and natural character that define many of Flagstaff's most beloved legacy neighborhoods. By clustering homes away from topographic and ecological constraints, the R1 designation preserves extensive natural features in accordance with Policy LU.2.3, ensuring that greenfield development enhances rather than erodes the natural landscape identity. This approach aligns with Policy LU.2.2 by creating compatible edges with adjacent neighborhoods and reinforcing the visual and ecological continuity of the broader area.

- Goal LU.3. Continue to enhance the region's unique sense of place within the urban, suburban, and rural context.
- Policy LU.3.1. Within the urban, suburban, and rural context, use neighborhoods, activity centers, corridors, public spaces, and connectivity as the structural framework for development.

Response: The STL 290 Master Plan reinforces Flagstaff's unique sense of place by organizing development around the natural landscape and a clear, connected framework of neighborhoods, activity centers, corridors, and public spaces. In support of Goal LU.3, the plan enhances the region's mountain-town character by integrating built form with ponderosa forests, topographic variation, and open space networks that define the area's visual and ecological identity.

Consistent with Policy LU.3.1, the master plan uses a hierarchy of neighborhoods, a centrally located activity center, multimodal corridors, and interconnected parks and trail systems as the structural foundation for development. This framework provides intuitive circulation, supports walkability, and ensures that each development area contributes to a cohesive community form. The arrangement of land uses, public spaces, and mobility routes reflects the suburban context while maintaining strong ties to the surrounding landscape and regional recreation networks.

Through this structure, STL 290 strengthens the sense of place by blending natural features with thoughtfully arranged community elements, creating a development pattern that is distinct to Flagstaff and responsive to its environmental and cultural setting.

- Goal LU.4. Balance housing and employment land uses with preservation and protection of our unique natural and cultural setting.
- Policy LU.4.1. Develop neighborhood plans, specific plans, and master plans for all neighborhoods, activity centers, corridors, and gateways as necessary.

Response: The STL 290 development builds directly upon the John Wesley Powell (JWP) Public Infrastructure and Facilities Specific Plan, establishing a coordinated framework for future growth along this emerging corridor. Rather than parcel-by-parcel development, the landowners have invested in a comprehensive Specific Plan and companion Rezones, ensuring that the area's buildout follows an intentional, city-aligned vision. This structured approach allows land uses, infrastructure, and open space to develop cohesively, preserving resources, enhancing connectivity,

and ensuring predictable, high-quality outcomes.

The R1 zoning reinforces the Regional Plan's call for a balanced land-use pattern that respects Flagstaff's natural setting. Because the R1 areas are located where forest resources, slopes, and drainageways can be preserved, the lower-density pattern limits grading, reduces the visual footprint of development, and ensures compatibility with the surrounding landscape. The R1 configuration supports the Specific Plan's resource conservation strategy and enhances the long-term stewardship goals embedded in Goal LU.4 by ensuring that new residential development does not compromise the area's ecological integrity or scenic quality.

- Goal LU.5. Encourage compact development principles to achieve efficiencies and open space preservation.
- Policy LU 5.3. Promote compact development appropriate to and within the context of each area type: urban, suburban, and rural.
- Policy LU.5.4. Encourage development to be clustered in appropriate locations as a means of preserving natural resources and open space, and to minimize service and utility costs, with such tools as Transfer of Development Rights (TDR).
- Policy LU.5.5. Plan for and promote compact commercial development as activity centers with mixed uses, allowing for efficient multi-modal transit options and infrastructure.
- Policy LU.5.6. Encourage the distribution of density within neighborhoods in relationship to associated activity centers and corridors, infrastructure, transportation, and natural constraints such as slopes and drainage.

Response: The STL 290 Master Plan applies compact and clustered development principles to protect natural resources while using infrastructure efficiently. Higher-density residential areas and the Lodge-focused Activity Center are concentrated along the primary corridor, while open space and drainageways form natural buffers and ecological linkages. This pattern minimizes disturbance, conserves resources, and supports a walkable suburban community consistent with Goal LU.5.

In alignment with Policy LU.5.3, compact development is focused in the most appropriate areas, near transportation corridors and the Activity Center, while lower-intensity R1 neighborhoods transition toward natural edges and topographic constraints. Consistent with Policy LU.5.4, R1 and medium-density areas use clustered development to preserve continuous open space, reduce utility extensions, and maintain the forested character of the site.

Reflecting Policy LU.5.5, the Commercial Village is designed as a compact, walkable node of neighborhood-serving uses. While not part of the Activity Center, its design supports efficient multimodal access and shorter trip lengths for surrounding neighborhoods.

Finally, the distribution of density responds to Policy LU.5.6 by aligning higher-intensity uses with infrastructure capacity, transportation access, and flatter terrain, while preserving sensitive slopes and drainage features through lower-density, clustered patterns.

- Goal LU.6. Provide for a mix of land uses.
- 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.6.4. Provide appropriate recreational and cultural amenities to meet the needs of residents.

Response: The STL 290 Master Plan offers a comprehensive mix of land uses that blend residential, lodging, retail, and recreational amenities within a unified, mountain-inspired setting. The R1 Rezone provides a range of housing options, while the broader plan's Commercial and Lodging areas create opportunities for employment, entrepreneurship, and tourism. Parks, plazas, and open space corridors are integrated throughout, ensuring that every neighborhood has access to recreation and community gathering spaces. The result is a vibrant, socially diverse community that enriches both resident life and the region's economic vitality.

The R1 rezoning contributes meaningfully to the site's overall housing mix by offering attainable, market-feasible single-family and small-lot units that complement the project's townhome, condominium, and multifamily offerings. This range of housing options supports Policy LU.6.1 by creating diverse product types for families, seniors, and long-term residents seeking a suburban lifestyle within proximity to trails, open space, and the Commercial Village. The R1 areas are positioned to maintain strong connections to parks, corridors, and trail networks, ensuring they contribute to

the mixed-use character and recreational accessibility envisioned in Policy LU.6.4.

- Goal LU.7. Provide for public services and infrastructure.
- Policy LU.7.1. Concentrate urban development in locations that use land efficiently, and are served by roads, water, sewer, and other public facilities and services, and that support transit, reduced vehicle trips, and conservation of energy and water.
- Policy LU.7.3. Require development proposals to address availability of adequate public services.

Response: The STL 290 site represents a logical and efficient extension of the City's infrastructure system. Building upon Pine Canyon's existing utilities and road network, the plan extends public services northward through Ponavera Boulevard and across the JWP corridor, enabling future growth and service continuity. This coordinated investment supports 20 planned neighborhoods across nine product types, concentrating development in areas where roads, water, sewer, and public facilities can be provided efficiently, consistent with Policy LU.7.1.

In alignment with Policy LU.7.3, the master plan evaluates and addresses the availability of adequate public services by planning infrastructure capacity, utility phasing, and roadway connections in coordination with the City's long-term service framework. The plan's walkable design reduces vehicle dependency and infrastructure wear, reinforcing a sustainable cost-to-benefit ratio for both the City and its residents.

- Goal LU.13. Increase the variety of housing options and expand opportunities for employment and neighborhood shopping within all suburban neighborhoods.
- Policy LU.13.1. Prioritize connectivity for walking, biking, and driving within and between surrounding neighborhoods.
- Policy LU.13.2. Consider public transit connections in suburban development.
- Policy LU.13.4. Plan suburban development to include a variety of housing options.
- Policy LU.13.5. Encourage developers to consider at least one floor of apartments or offices over commercial development in mixed-use and activity centers and corridors.
- Policy LU.13.6. Include a mix of uses and access to surrounding neighborhoods in new suburban commercial development.
- Policy LU.13.7. Include employment opportunities in all suburban activity centers.
- Policy LU.13.9. Use open space and FUTS trails to provide walking and biking links from residential uses to employment, shopping, schools, parks, and neighborwoods.
- Policy LU.13.10. Protect wildlife corridors where appropriate.
- Policy LU.13.11. Promote cluster development as an alternative development pattern in appropriate locations as a means of preserving resources and to minimize service and utility costs.

Response: The STL 290 Master Plan, encompassing both the R1 Missing Middle Rezone and the Commercial, Lodging, and Medium-Density areas, exemplifies Flagstaff's vision for diverse, connected, and sustainable suburban development. The plan creates a balanced community where residents can live, work, and recreate within a thoughtfully designed, walkable framework that integrates housing, employment, and open space in harmony with the natural environment.

In support of Policy LU.13.1, the master plan prioritizes strong internal and external connectivity. A network of local streets, pathways, and open space corridors links neighborhoods to one another and to surrounding areas, ensuring convenient access for walking, biking, and driving. This structure allows residents to move easily between homes, parks, commercial areas, and recreational amenities.

Consistent with Policy LU.13.2, the plan accommodates future public transit connections through its roadway hierarchy, multimodal corridors, and strategically located higher-density residential areas near primary transportation routes. This framework supports long-term integration with regional transit services as the corridor evolves.

In support of Policy LU.13.4, the master plan introduces a wide range of housing options, from single-family detached homes and duplexes to townhomes and condominium buildings, distributed at various densities to meet the needs of different household types and income levels. These missing middle housing types are strategically located near commercial areas and open space corridors, providing attainable housing choices while maintaining neighborhood character.

To support Regional Plan policies encouraging vertical integration of uses (including LU.13.5, LU.18.4), the Master Plan - consistent with the Specific Plan, allows and encourages, but does not require, residential units above ground-floor commercial within the Commercial Village, lodge-adjacent mixed-use areas, and other commercial/ mixed-use designations. This approach activates the Commercial Village, promotes efficient land use, and enhances the vibrancy of the community core by placing housing, jobs, and services in close proximity.

Aligned with Policy LU.13.6, the development incorporates a mix of uses and maintains direct connections between commercial, lodging, and residential areas. Sidewalks, multimodal pathways, and open space corridors create safe, convenient routes for residents to reach shopping, dining, employment, and recreational destinations without relying solely on vehicle travel.

In alignment with Policy LU.13.7, employment-generating uses, such as offices, lodging, retail, and service-oriented businesses, are distributed throughout the designated activity centers. These uses strengthen the local economy by providing jobs within walking or biking distance of homes, helping reduce commuting times and transportation-related emissions.

Supporting Policy LU.13.9, the plan weaves the Flagstaff Urban Trail System (FUTS) and internal open space corridors into the community fabric, creating continuous pedestrian and bicycle connections that link homes to parks, schools, employment centers, and commercial destinations. This integrated trail network promotes health, recreation, and mobility while reinforcing the connection between the built and natural environments.

In accordance with Policy LU.13.10, the development pattern preserves and enhances wildlife corridors through careful siting of homes, roads, and trails. Open space areas and drainageways are maintained to protect ecological functions, while cluster design minimizes habitat fragmentation and maintains the visual integrity of the ponderosa pine landscape.

Finally, consistent with Policy LU.13.11, clustered development patterns are utilized throughout STL 290 to preserve open space, reduce infrastructure costs, and promote compact, walkable neighborhoods. By concentrating density near the community core and along transportation corridors, the plan maximizes efficiency while safeguarding the area's natural assets.

The R1 designation is a key contributor to the suburban land-use character envisioned in Goal LU.13, offering housing types that meet family-oriented market demands while maintaining strong physical and visual ties to the surrounding forest environment. R1 areas provide neighborhood-scale Missing Middle housing, supporting Policy LU.13.4, and are connected by trails and open space corridors that link residents to employment, activity centers, and parks in alignment with Policy LU.13.9. Their placement respects wildlife movement areas consistent with Policy LU.13.10, ensuring that suburban form does not come at the expense of ecological function. The use of cluster development within R1 further upholds Policy LU.13.11 by preserving continuous open space and reducing infrastructure footprints.

Together, these policies are realized through a unified design that makes STL 290 a model for inclusive, resilient suburban growth, one that supports Flagstaff's broader goals for housing affordability, multimodal connectivity, environmental stewardship, and economic vitality.

- Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.
- Policy LU.18.1 Design activity centers and corridors appropriate to and within the context of each type: urban, suburban, or rural.
- 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. 18.4. Encourage developers to provide activity centers and corridors with housing of various types and price points, especially attached and multi-family housing.
- Policy LU.18.7. Concentrate commercial, retail, services, and mixed use within the activity center's commercial core.
- Policy.18.8. Increase residential densities, live-work units, and home occupations within the activity center's pedestrian shed.
- Policy. 18.9. Plan activity centers and corridors appropriate to their respective context and scale.

- Policy LU.18.12. Corridors should focus commercial development to the corridor frontage and residential to the back.
- Policy LU.18.13. Promote higher density development in targeted areas where economically viable and desired by the public.

Response: The STL 290 Master Plan, encompassing both the R1 Missing Middle Rezone and the Commercial, Lodging, and Medium-Density areas, directly advances Goal LU.18 by establishing a complete, walkable suburban activity center anchored by a destination lodge and surrounding residential neighborhoods, with a walkable Commercial Village located along the corridor nearby. Together, these uses form a local hub for residents and a regional gateway for visitors, offering a diverse mix of housing, employment, recreation, and hospitality opportunities within a cohesive and environmentally sensitive framework.

In support of Policy LU.18.1, the design of STL 290's activity center is tailored to its suburban mountain context, blending natural materials, clustered land uses, and human-scaled architecture to create a development that feels authentic to Flagstaff. Streetscapes, building forms, and open spaces reflect the surrounding ponderosa pine landscape, preserving the sense of place that defines the region.

Consistent with Policy LU.18.2, the activity center is characterized by a distinctive and contextual identity, shaped by Flagstaff's natural and cultural features. The plan integrates parks, plazas, and public gathering areas with mixed-use buildings, fostering a sense of community while highlighting local history and landscape. The lodge, as a centerpiece of the development, reinforces this identity through high-quality design, outdoor courtyards, café terraces, and small event venues that invite both residents and visitors to engage with the environment.

In alignment with Policy LU.18.4, the surrounding neighborhoods provide a diversity of housing types and price points, particularly within walking distance of the commercial core. The R1 rezone area introduces a full spectrum of "missing middle" housing, duplexes, triplexes, townhomes, and cottage courts, that support housing affordability and broaden access to suburban living near jobs and amenities.

Following Policy LU.18.7, commercial, retail, and service uses within the activity center are concentrated around the lodge, which functions as its commercial core. The lodge anchors this commercial core, generating foot traffic and supporting nearby restaurants, shops, and service providers. This synergy creates a lively, economically resilient district where daily needs and visitor-serving amenities coexist within a compact, pedestrian-oriented pattern.

Supporting Policy LU.18.8, the STL 290 Specific Plan establishes a pattern of graduated residential density that increases toward Ponavera Boulevard, the area's primary transportation corridor. This configuration directs the highest residential and mixed-use intensity to locations with the greatest infrastructure capacity and multimodal access, while transitioning to lower-density uses and open space near the lodge and commercial core to preserve scenic quality and a tranquil visitor experience. A connected network of streets, trails, and pathways links these neighborhoods to parks, plazas, and the activity center, creating a well-defined pedestrian shed that supports walking and biking, reduces vehicle reliance, and enhances overall neighborhood livability.

In accordance with Policy LU.18.9, the overall composition of STL 290's activity centers and corridors is contextually scaled, providing the level of intensity appropriate to the suburban environment while maintaining compatibility with the surrounding forested landscape. The plan balances economic vibrancy and environmental conservation, ensuring that new development contributes positively to both the built and natural character of Flagstaff.

Consistent with Policy LU.18.12, the Commercial Village, while not part of the Activity Center, is intentionally designed so that commercial and mixed-use buildings anchor the prominent intersection of John Wesley Powell Boulevard and Ponavera Boulevard. This configuration strengthens the corridor edge and establishes a clear commercial frontage, while residential uses, where included, are placed toward the rear of the Development Area or integrated as upper-story units above ground-floor commercial. This pattern maintains corridor activity, supports walkability, and provides a logical, attractive transition from commercial to residential environments. This distinction preserves conformance with the Regional Plan's Activity Center model, while ensuring that corridor-facing uses activate the JWP/Ponavera Blvd intersection in a manner consistent with LU.18.12 and supportive of the placemaking intent of LU.19.

Aligned with Policy LU.18.13, the plan promotes higher-density residential development in targeted locations where infrastructure capacity, transportation access, and proximity to amenities make such density both viable and beneficial. These locations include areas near the lodge, key intersections along Ponavera Boulevard, and portions of the medium-density neighborhoods with walkable access to commercial and recreational amenities.

Together, these strategies make STL 290 a model for suburban activity center design, one that combines housing diversity, economic opportunity, and community gathering spaces in a setting that is both locally grounded and regionally significant. By linking residents and visitors to jobs, services, trails, and open spaces, the project fulfills the Regional Plan's vision for distinctive, mixed-use, and context-sensitive growth along the John Wesley Powell corridor.

While LU.18 primarily focuses on development within and around activity centers, the R1 zoning plays an essential supporting role by establishing a clear, compatible transition from higher-intensity housing near Ponavera Boulevard to lower-density neighborhoods at the community's edges. This graduated pattern supports Policy LU.18.9 and ensures the activity center remains the primary focus of economic and residential intensity while protecting scenic views, natural features, and neighborhood character.

- Goal LU.19. Develop a manageable evolution of the main corridors into contextual place makers.
- Policy LU.19.3. Enhance the viewsheds and frame the view along the corridors through design. Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

Response: The STL 290 Master Plan advances Goal LU.19 by shaping Ponavera Boulevard and the John Wesley Powell corridor into distinctive, context-sensitive place makers that reflect the surrounding forested landscape and the project's suburban mountain character. Corridor-facing development is intentionally arranged to preserve and highlight key views, reinforce a memorable sense of arrival, and maintain visual continuity with the region's ponderosa pine setting.

Consistent with Policy LU.19.3, building orientation, open space placement, and landscape treatments are used to frame prominent viewsheds along both corridors. The Lodge, Commercial Village frontage, and adjacent streetscapes are designed to complement natural landforms and vegetation patterns, strengthening visual identity while preserving views to the San Francisco Peaks and surrounding forest.

In alignment with Policy LU.19.4, the corridor design balances automobile access, parking, bicycle facilities, and pedestrian comfort. Multimodal pathways, traffic-calming elements, and connected open space corridors enhance pedestrian and bicycle safety, while thoughtfully placed parking areas reduce visual impacts and support walkability. Together, these design elements create corridors that function efficiently for vehicles while prioritizing safe, attractive movement for people on foot and bike.

Transportation (2030):

- Goal T.1. Improve mobility and access throughout the region.
- Policy T.1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.
- Policy T.1.5. Manage the operation and interaction of all modal systems for efficiency, effectiveness, safety, and to best mitigate traffic congestion.
- Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.
- Goal T.2. Improve transportation safety and efficiency for all modes.
- Design infrastructure to provide safe and efficient movement of vehicles, bicycles, and pedestrians.

Response: The STL 290 Master Plan, including the R1 Missing Middle and the Commercial, Lodging, and Medium-Density areas, establishes a safe, efficient, and multimodal transportation framework that aligns with Flagstaff's regional mobility objectives. The plan balances vehicular circulation with strong pedestrian and bicycle networks, emphasizing safety, walkability, and access to open space in a suburban, forested context.

In support of Goal T.1 and Policy T.1.2, the development applies Complete Streets principles by designing roadways and pathways to accommodate all appropriate modes. Streets include space for pedestrians and cyclists; intersections are designed for safe crossings; and multimodal routes are integrated throughout the community to enhance comfort and accessibility.

Aligned with Policy T.1.5, the transportation system manages the interaction of travel modes by using a context-sensitive street hierarchy rather than a continuous vehicular grid. This suburban structure reduces cut-through traffic, lowers vehicle speeds, and improves safety while still providing clear, efficient access to Ponavera Boulevard and John Wesley Powell Boulevard. Multimodal connectivity, rather than vehicular connectivity, forms the backbone of internal circulation, ensuring that all areas remain accessible without inviting unnecessary traffic volume through neighborhoods.

Consistent with Policy T.1.7, infrastructure and transportation investments are coordinated with planned improvements along the JWP corridor and the Ponavera Boulevard spine. This coordination ensures efficient service delivery, logical phasing, and strong connections to regional employment, recreation, and trail systems.

In support of Goal T.2, STL 290 provides safe and reliable multimodal routes through sidewalks, shared-use paths, and FUTS-aligned trail corridors that allow pedestrians and cyclists to circulate independently of the vehicular street network. This design reinforces walkability and expands safe connections to commercial areas, lodging, parks, and open space amenities.

The R1 areas contribute to overall mobility and safety even though the vehicular street network is intentionally not fully interconnected. The limited street connectivity reduces through-traffic pressure, enhances neighborhood safety, and supports a calmer residential environment, while multimodal pathways ensure continuous movement for pedestrians and cyclists.

Lower-speed streets, short blocks, and curvilinear alignments provide intuitive and safe routes for residents accessing parks, trails, schools, and the Commercial Village. These multimodal connections, from sidewalks to open space trails, ensure that R1 neighborhoods remain accessible without relying on a traditional grid system. This approach reinforces the project's commitment to active mobility while maintaining a development pattern appropriate to its forested suburban context.

- Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.
- Policy T.3.3. Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.
- Policy T.3.7. Design transportation infrastructure to mitigate negative impacts on plants, animals, their habitats, and linkages between them. 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.

Response: In alignment with Goal T.3 and Policy T.3.3, the transportation system is designed with conservation and context in mind. Street alignments and trail corridors are planned to preserve mature ponderosa pines, natural drainageways, and topographic features, minimizing grading and land disturbance. The resulting roadway and trail system blends into the surrounding forested environment, enhancing neighborhood livability while supporting long-term environmental stewardship.

Consistent with Policy T.3.7, transportation infrastructure within STL 290 is configured to avoid or minimize impacts on native plants, wildlife habitats, and ecological linkages. By following natural contours, limiting road extensions, and integrating large, continuous open space areas, the plan reduces habitat fragmentation and maintains movement opportunities for wildlife across the site. Trail connections are carefully placed to respect sensitive vegetation and drainage features, ensuring that recreation opportunities do not undermine ecological function.

Supporting Policy T.3.8, the master plan promotes transportation options that reduce fuel consumption, congestion, and carbon emissions. A connected system of sidewalks, shared-use paths, FUTS-aligned trails, and multimodal corridors provides safe and attractive non-vehicular routes throughout the community. These facilities encourage walking and biking, support future public transit integration, and contribute to a development pattern that prioritizes healthy, low-emission mobility.

Together, these strategies ensure that STL 290 functions as a model for integrated, multimodal suburban mobility, where transportation investments reinforce sustainable land use, preserve natural systems, and create safe, efficient, and

enjoyable connections for all users.

The R1 zoning is intentionally placed in areas where lower-intensity development minimizes the need for extensive roadway construction, grading, or major extensions of paved infrastructure, directly supporting Goal T.3. Neighborhood streets follow natural contours, preserving mature pines and avoiding steep slopes and drainage features. This alignment reduces material movement, protects wildlife linkages, improves stormwater outcomes, and enhances the scenic quality of residential streetscapes. The multimodal network within R1 neighborhoods, sidewalks, trails, and open space pathways, reinforces conservation goals while providing convenient access to parks, activity centers, and community gateways.

- Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.
- 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.

Response: In support of Goal T.4, STL 290's transportation network is designed to enhance overall community quality of life by creating safe, attractive, and context-sensitive corridors. Primary routes such as Ponavera Boulevard and the future JWP connection serve as gateways reinforced by preserved tree stands, native landscaping, and appropriately scaled streetscape elements.

Consistent with Policy T.4.2, roadway edges, sidewalks, and multimodal paths are designed to accommodate all transportation users while maintaining the site's forested mountain character. This approach strengthens the sense of arrival, improves pedestrian comfort, and ensures that transportation infrastructure contributes positively to the visual identity and safety of the community.

- Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.
- Policy T.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects. Policy T.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking. Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements. Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

Response: The STL 290 Master Plan advances Goal T.5 by prioritizing pedestrian infrastructure as a defining element of community livability. Sidewalks, shared-use paths, and FUTS-aligned trail corridors create a continuous and accessible network that links neighborhoods to parks, the Commercial Village, the lodge, and regional recreation systems.

Consistent with Policy T.5.1, pedestrian facilities are incorporated into all new streets and multimodal corridors. In alignment with Policy T.5.2, design features such as clear sightlines, separated paths, and traffic-calming elements enhance visibility and safety for walkers of all ages.

Supporting Policy T.5.3, the plan responds to on-site mobility challenges, such as slopes, drainageways, and forested terrain, by routing pedestrian paths in ways that maintain accessibility while respecting natural features. This produces a network that is intuitive, comfortable, and usable year-round.

In accordance with Policy T.5.4, streets and pathways are designed with continuous pedestrian infrastructure of appropriate width, supplemented by shade from preserved tree stands and opportunities for rest along open space corridors. These features ensure that walking remains a safe, attractive, and practical mode of travel throughout STL 290.

- Goal T.6. Provide for bicycling as a safe and efficient means of transportation and recreation.
- 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.

Response: The STL 290 Master Plan advances Goal T.6 by creating a safe, intuitive, and connected bicycle network that supports both transportation and recreation. A system of bikeways, shared-use paths, and FUTS-aligned trails

links residential neighborhoods to parks, the lodge, the Commercial Village, and surrounding regional amenities.

Consistent with Policy T.6.2, the plan provides a comprehensive and consistent multimodal network, ensuring that bicycle routes remain continuous across Development Areas and connect to existing and planned regional trail systems. These alignments are designed to minimize conflicts with vehicular traffic and to preserve the natural forested character of the site.

In alignment with Policy T.6.4, the bicycle system accommodates a wide range of rider experience levels. Off-street shared-use paths offer comfortable, low-stress options for families and casual riders, while on-street bike facilities along key corridors provide efficient connections for more experienced cyclists. Together, these facilities promote biking as a viable, safe, and enjoyable mode of travel throughout STL 290.

- Goal T.7. Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles. Policy T.7.1. Cooperate with NAIPTA in developing and implementing the five-year transit master planning goals and objectives to continuously improve service, awareness, and ridership. Policy T.7.2. Provide public transit centers and options that are effectively distributed throughout the region to increase access to public transit. Policy T.7.3. Support a public transit system design that encourages frequent and convenient access points, for various transportation modes and providers, such as private bus and shuttle systems, park-and-ride lots for cars and bicycles, and well-placed access to bus, railroad, and airline terminal facilities.

Response: The STL 290 Master Plan supports Goal T.7 by designing a community framework that can accommodate future public transit service as the area grows. While STL 290 is not currently shown on any adopted NAIPTA transit plan, the master plan establishes the land use patterns, multimodal connections, and corridor structure necessary for future service to be feasible should NAIPTA identify this area for expansion.

In alignment with Policy T.7.1, STL 290 anticipates long-range coordination with NAIPTA by providing roadway layouts, multimodal corridors, and development intensities that are compatible with future transit routing along Ponavera Boulevard and the John Wesley Powell Boulevard corridor.

Consistent with Policy T.7.2, the plan includes logical opportunities for future transit access points within walkable distances of medium-density residential areas, the lodge activity center, and the Commercial Village. These locations are framed by safe pedestrian environments and key trip destinations, improving the potential for future transit access even if service is not currently planned.

Supporting Policy T.7.3, the transportation system is designed to accommodate multiple mobility providers and modes. Continuous pedestrian and bicycle pathways offer convenient connections to potential transit stops, and the roadway network includes locations suitable for future shuttle service, rideshare pickup zones, and park-and-ride functions that can be implemented as regional mobility needs evolve.

Through these strategies, STL 290 creates a transit-ready framework that supports long-term regional mobility goals while recognizing that transit service is not currently programmed for this corridor.

Neighborhoods, Housing and Urban Conservation (2030):

- Goal NH.1. Foster and maintain healthy and diverse urban, suburban, and rural neighborhoods in the Flagstaff region.
- Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.
- Policy NH.1.6. New development, especially on the periphery, will contribute to completing neighborhoods, including interconnecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features.

Response: The STL 290 Master Plan supports Goal NH.1 by creating healthy, diverse suburban neighborhoods that balance housing choice, access to amenities, and strong connections to open space. The plan's structure, organized around a lodge-focused activity center, the Commercial Village, and multiple walkable residential districts, provides the foundational elements of a complete suburban neighborhood.

Consistent with Policy NH.1.4, STL 290 integrates points of activity, services, and increased residential density in strategic locations near Ponavera Boulevard and the lodge activity center. These areas concentrate community-serving uses and higher-intensity housing where multimodal access is strongest, while maintaining quieter residential environments elsewhere in the plan. This reinforces a walkable suburban pattern and supports long-term transit readiness.

In alignment with Policy NH.1.6, the master plan ensures that new development contributes to completing the surrounding neighborhood fabric. STL 290 provides a variety of housing types, from R1 Missing Middle homes to medium-density residential and mixed-use options, along with parks, plazas, trail corridors, and civic open spaces that serve both residents and the broader community. The plan also protects sensitive natural features, including ponderosa pine forests, drainageways, wildlife movement areas, and significant slopes. These elements are integrated into the neighborhood layout as open space networks, preserving ecological function while enhancing neighborhood identity and recreational access.

Together, these strategies demonstrate how STL 290 enhances neighborhood completeness, livability, and environmental stewardship, consistent with the Regional Plan's suburban neighborhood vision.

- Goal NH.3. Make available a variety of housing types at different price points, to provide housing opportunity for all economic sectors.
- Policy NH.3.1. Provide a variety of housing types throughout the City and region, including purchase and rental options, to expand the choices available to meet the financial and lifestyle needs of our diverse population.
- Policy NH.3.2. Promote accessory dwelling units, where appropriate.
- Policy NH.3.3. Increase the availability of affordable housing for very low-income persons, through innovative and effective funding mechanisms.

Response: The STL 290 Master Plan supports Goal NH.3 by offering a diverse range of housing types and price points that respond to the financial and lifestyle needs of a broad cross-section of Flagstaff residents. Through a combination of R1 Missing Middle neighborhoods, medium-density residential areas, and mixed-use housing opportunities near the commercial village, STL 290 contributes meaningfully to the region's supply of attainable, well-designed suburban homes.

Consistent with Policy NH.3.1, the plan introduces multiple housing formats, including single-family detached homes on smaller lots, duplexes, triplexes, townhomes, cottage courts, and condominium buildings. This diversity expands both ownership and rental options and supports residents at different life stages, from first-time homebuyers to empty nesters, families, and workforce households.

In alignment with Policy NH.3.2, the master plan's R1 neighborhoods and Missing Middle development areas are configured to accommodate accessory dwelling units (ADUs) where permitted by City code. These small, flexible units can provide supplemental rental choices, support extended family living, and increase overall housing affordability without altering neighborhood character.

While Policy NH.3.3 calls for increasing affordable housing through innovative funding mechanisms, STL 290 supports this goal primarily by delivering a wide range of naturally occurring attainable housing types. By offering Missing Middle units, and medium-density formats, the plan introduces lower-cost housing choices that help broaden affordability in a market with limited supply, while preserving flexibility for future City partnerships or funding mechanisms without obligating builders to formal affordability programs.

Together, these strategies demonstrate how STL 290 advances neighborhood diversity and expands housing opportunity across income levels while maintaining compatibility with the site's suburban context and environmental setting.

- Goal NH.4. All housing is safe and sanitary.
- Policy NH.4.1. Expand the availability of affordable housing throughout the region by preserving existing housing, including housing for very low-income persons.
- Policy NH.4.4. Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy-efficient homes.
- Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household's

transportation costs and minimize impact on the community's roads and transportation system.

Response: The STL 290 Master Plan supports Goal NH.4 by establishing a framework for high-quality, safe, and sanitary housing across a range of building types and neighborhood settings. Development standards, adherence to current building codes, and modern construction practices ensure that new homes throughout STL 290 meet contemporary expectations for safety, durability, and long-term livability.

Consistent with Policy NH.4.1, the plan contributes to regional housing availability by expanding the supply of new units at a variety of price points, which helps reduce market pressure on older existing homes. The inclusion of Missing Middle housing types, duplexes, triplexes, cottage courts, and townhomes, naturally increases the stock of more attainable units, supporting regional affordability objectives even without formal subsidy mechanisms.

Aligned with Policy NH.4.4, the STL 290 Master Plan encourages durable and energy-efficient construction practices that are common within the industry and required under modern building codes. High-quality envelopes, efficient HVAC systems, and weatherization standards promote healthy indoor environments and improved performance without requiring specialized or cost-prohibitive techniques. These practices support long-term housing resilience while allowing builders flexibility in materials and methods.

In support of Policy NH.4.6, the plan organizes medium-density and mixed-use housing types near Ponavera Boulevard and other primary multimodal corridors, creating the conditions for future transit compatibility. While STL 290 is not currently shown on any adopted NAIPTA transit plan, the project layout preserves opportunities for transit access points and ensures that residential neighborhoods are connected by sidewalks, shared-use paths, and FUTS-aligned trails. These multimodal connections reduce reliance on single-occupant vehicles, lower transportation costs for households, and improve access to jobs, schools, parks, and community amenities.

Together, these strategies demonstrate how STL 290 advances safe, high-quality, and well-connected housing options that support both current residents and the community's long-term sustainability goals.

Cost of Development (2030):

- Goal CD.1. Improve the City and County financial systems to provide for needed infrastructure development and rehabilitation, including maintenance and enhancement of existing infrastructure.
- Policy CD.1.5. Require that new development pay for a fair and rough proportional share of public facilities, services, and infrastructure.

Response: The STL 290 Master Plan, inclusive of both the R1 Missing Middle Rezone and the Commercial, Lodging, and Medium-Density areas, demonstrates a strong commitment to fiscal responsibility and equitable infrastructure investment. In alignment with Goal CD.1 and Policy CD.1.5, Symmetry Companies and its partners have made and will continue to make substantial contributions toward the development of public facilities, services, and infrastructure that benefit not only the project site but the greater Flagstaff community.

Key among these investments are the water and sewer line extensions being delivered as part of the John Wesley Powell (JWP) Boulevard improvements, funded through the JWP Development Agreement in partnership with the City and neighboring landowners. These infrastructure extensions are critical to enabling future growth along the JWP corridor, and none of the planned development within this area would be feasible without the collective financial participation of the regional landowners.

The STL 290 project plays a central role in this coordinated effort by extending public utilities northward through the property along the Ponavera Boulevard alignment, thereby establishing efficient and accessible connection points for future development. These improvements will be constructed in phases, ensuring that infrastructure delivery aligns with the pace of development and the City's long-term planning objectives.

Through these coordinated investments, STL 290 not only fulfills its proportional share of public infrastructure responsibilities but also advances the City's goals for cost-effective, well-planned growth. The project's infrastructure commitments will facilitate the orderly expansion of essential services, support sustainable development patterns, and lay the groundwork for continued regional economic vitality, all while minimizing fiscal burden on the broader community.

Economic Development (2030):

- Goal ED.6. Tourism will continue to provide a year-round revenue source for the community, while expanding specialized tourist resources and activities.
- Policy ED.6.1. Support and promote the diversification and specialization of the tourism sector, with heritage, eco-, and adventure tourism.
- Policy ED.6.3. Continue to advance high-altitude athletic training and "extreme sport" events and programs.
- Policy ED.6.4. Encourage business education about the importance of tourism and its positive impacts on our region.

Response: The STL 290 Master Plan advances Flagstaff's long-term economic development and tourism strategy by combining a vibrant mixed-use activity center with diverse residential neighborhoods that support the city's recreation, hospitality, and workforce housing goals. Together, these components create a year-round tourism destination that also sustains the local economy by providing attainable housing for Flagstaff's workforce, an essential link between tourism growth and community stability.

In alignment with Policy ED.6.1, the Commercial Village and lodge are designed to highlight Flagstaff's natural setting and promote heritage, eco-, and adventure tourism. Visitors will enjoy direct access to trail networks, open spaces, and parks, all woven into a pedestrian-friendly environment that connects seamlessly to the Arizona Trail. These features establish STL 290 as an eco-recreation hub, where hiking, biking, and nature-based experiences are integral to daily life.

Consistent with Policy ED.6.3, the site's high-elevation setting and natural terrain provide unique opportunities for high-altitude athletic training, wellness tourism, and outdoor sporting events. The lodge and surrounding facilities are envisioned as a basecamp for athletes and outdoor enthusiasts, supporting both Flagstaff's established reputation for endurance sports and its broader tourism economy.

Supporting Policy ED.6.4, the development will promote education and awareness among local businesses about the positive economic impacts of tourism, fostering partnerships between hospitality, retail, and recreation providers. Moreover, the integration of missing middle housing within walking distance of the lodge and commercial core ensures that employees working in these sectors can live locally, strengthening workforce accessibility and sustainability.

By linking housing, recreation, and tourism-oriented uses, the STL 290 Master Plan supports Goal ED.6 by expanding Flagstaff's specialized tourism offerings while reinforcing its reputation as an outdoor destination that celebrates both natural and cultural assets.

- Goal ED.8. Promote the continued physical and economic viability of the region's commercial districts by focusing investment on existing and new activity centers.

Response: The STL 290 development directly advances Goal ED.8 by creating a new mixed-use commercial and lodging node where none currently exists, anchored by the lodge, Commercial Village, and connected residential neighborhoods. Designed as a complete community, STL 290 provides a dynamic mix of housing, employment, retail, and hospitality uses that generate year-round economic activity while maintaining strong connections to adjacent neighborhoods and the broader John Wesley Powell corridor.

The Commercial Village serves as the economic and social heart of the community, offering places for people to shop, dine, work, and gather. Surrounding this center, the R1 rezone areas introduce diverse, attainable housing types, duplexes, townhomes, and cottage courts, that form the residential foundation supporting the commercial core. This mix ensures that local employees, hospitality staff, and residents alike can live within walking or biking distance of the lodge, retail services, and recreational amenities. Pedestrian and trail linkages between the residential areas, parks, and commercial core strengthen the walkable, mixed-use character of the activity center, reducing reliance on vehicles and encouraging active mobility. This compact, interconnected pattern supports local business vitality, fosters social interaction, and contributes to a thriving, resilient economy.

Through its integration of tourism, housing, and commerce, the STL 290 Master Plan exemplifies the principles of sustainable economic development, creating a place that not only serves the needs of visitors but also enhances the livelihood and quality of life for Flagstaff's residents. In totality, the STL 290 Master Plan supports the City's broader economic vision by advancing the key objectives

of the Flagstaff Economic Development Strategic Plan, including competitive positioning, employment diversity, workforce housing, and public–private collaboration. It strengthens Flagstaff's competitive advantage by leveraging its natural setting and recreation economy; enhances employment diversity through lodging, retail, and service opportunities; and supports sustainable workforce housing through attainable residential options near major job centers. The plan also contributes to tourism diversification and resilience, fosters place-based economic vitality through its new activity center, and demonstrates public-private investment collaboration through its shared infrastructure funding along the John Wesley Powell corridor.

Collectively, these efforts reinforce STL 290's role as a model for integrated, sustainable economic development, one that unites tourism, housing, and commerce in a way that strengthens the City's fiscal health, enhances community character, and delivers lasting value to Flagstaff's residents, workforce, and visitors alike.

Recreation (2030):

- Goal REC.1. Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails.
- 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.

Response: The STL 290 Master Plan directly advances Goal REC.1 by creating a comprehensive and interconnected system of parks, trails, and open space corridors that serve both residents and visitors. The plan's design ensures that recreation is seamlessly integrated into daily life, every neighborhood, from the R1 Missing Middle areas to the Commercial and Lodging District, is within walking distance of active and passive recreational opportunities.

Residents will enjoy convenient access to a variety of park types, ranging from small neighborhood greens and play areas to larger natural open spaces like Central Park and East Park, which anchor the site's recreational network. These parks are linked by an extensive system of sidewalks, multi-use paths, and soft-surface trails, connecting homes to parks, the Commercial Village, and the broader regional trail system, including direct access to the Arizona Trail.

In alignment with Policy REC.1.1, this framework promotes health, wellness, and social interaction, allowing residents and visitors alike to walk, hike, bike, and explore the landscape safely and comfortably. The recreation system not only provides opportunities for physical activity but also enhances Flagstaff's outdoor lifestyle and sense of place, reinforcing the community's connection to the surrounding ponderosa pine forest and mountain environment.

Beyond its recreational function, the STL 290 open space network serves an important ecological role, preserving existing vegetation, drainageways, and wildlife corridors while minimizing habitat fragmentation. This integrated approach to recreation and conservation ensures that the plan strengthens both human and environmental health, balancing the needs of growth with the preservation of Flagstaff's unique natural character.

Through its thoughtful mix of parks, trails, and open spaces, the STL 290 Master Plan exemplifies the principles of Goal REC.1, fostering a healthy, connected, and active community that reflects the best of Flagstaff's regional values.

APPENDIX B - Regional Plan Amendment Summary

Purpose of the Amendment

The Minor Regional Plan Amendments in this rezone are requested to relocate the Suburban Activity Center (S12), remove Activity Center S17 because the existing designation of JWP as a Suburban Corridor, and revise Map 25 to accurately reflect the environmental conditions, topography, circulation framework, and land-use pattern proposed within STL 290, specifically the commercial planned within DA20. The amendments replace the currently mapped Activity Center, centered directly on the John Wesley Powell (JWP) corridor, with a context-sensitive Activity Center anchored by the lodge area north of JWP. The revised location is the only place on the site capable of achieving the Regional Plan's goals for walkability, compact development, housing diversity, community identity, and environmental stewardship.

Scope of the Amendment

The amendment includes three primary components:

1. Relocation of Activity Center S12

- Moves S12 from its existing mapped location on the JWP corridor to the intersection of POnavera Blvd and DAs 8/9.
- Aligns the Activity Center with Ponavera Boulevard, the site's primary multimodal spine and most feasible location for higher-intensity residential and mixed-use development.
- Reflects a context-sensitive form that responds to slopes, forest resources, drainageways, and the tourism-oriented identity of STL 290.
- Maintains the Regional Plan hierarchy while providing a more practical, achievable Activity Center structure.

2. Adjustments to Map 25 (Place Types & Corridors)

- Refines corridor depictions to reflect the planned alignment of John Wesley Powell Boulevard and Ponavera Boulevard.
- Reorganizes internal place types to reflect the Specific Plan's clustered development, resource-protection framework, and open-space network.
- Clarifies that the Commercial Village at JWP/Ponavera Blvd is not the Activity Center, but functions as a complementary neighborhood-serving commercial node.
- These adjustments also reflect the transition of S17 from an Activity Center to a Suburban Corridor, reinforcing the corridor-based land use framework.

3. Remove Activity Center S17

- Remove Activity Center S17 because the existing designation of JWP as a Suburban Corridor better aligns with site constraints, including topography, resource considerations, and the planned circulation framework.
- Establishes a corridor-based pattern of development that distributes activity and connectivity along a linear framework rather than concentrating intensity in a single node.
- Supports multimodal access and regional connectivity, including a future connection toward Northern Arizona University lands.
- Maintains the overall land use structure envisioned by the Regional Plan by shifting from a node-based to a corridor-based organization of uses.

Rationale for the Amendment

The amendment is required to resolve inconsistencies between the Regional Plan's generalized mapping and the site's actual environmental and physical conditions. Key drivers include:

- Topography: The existing mapped center overlaps steep slopes unsuited for compact development; the relocated S12 avoids these constraints.
- Environmental Resources: The new location respects significant forest stands, drainageways, and wildlife movement corridors.
- Circulation Function: Ponavera Boulevard, not JWP, is the functional multimodal spine serving clustered residential and mixed-use intensity. Relocating S12 better aligns intensity with access and infrastructure capacity.
- Community Character: A lodge-based Activity Center better fits the site's tourism-oriented identity and the Regional Plan's emphasis on place-based design.
- Land Use Structure: Remove S17, existing Suburban Corridor better reflects the linear nature of development along J.W. Powell Boulevard, distributing activity and connectivity in a manner consistent with site constraints and planned infrastructure.

Consistency with the Regional Plan

The modified Activity Center, together with the Suburban Corridor framework, continues to achieve and, in several respects, improve upon Regional Plan goals:

- Walkability & mobility: Supports LU.18, LU.13, T.1, T.3 by concentrating housing and activity within a pedestrian-oriented lodge district linked by trails and multimodal routes.
- Compact development & resource conservation: Advances LU.5 and multiple E&C goals through clustered development and landscape-defined form.
- Community identity: Reinforces LU.3, CC.1, and CC.2 by establishing a lodge-anchored Activity Center that reflects Flagstaff's mountain character.
- Housing variety: Improves access to mixed housing types near services and recreation, consistent with NH.1 and NH.3.
- The JWP Suburban Corridor in place of S17 further supports Regional Plan policies related to corridors as organizing elements (LU.3.1), reinforcing a connected and context-sensitive development pattern.

A detailed, combined policy analysis is included in the main Regional Plan Conformance chapter and cross-referenced here, also refer to Section III.a.

Benefits of the Amendment

Relocating S12 and refining Map 25 results in a more functional and environmentally sensitive Activity Center that:

- Aligns intensity with infrastructure and multimodal access
- Concentrates compact housing where walkability is most feasible
- Preserves the most intact natural systems and scenic resources
- Establishes a distinctive lodge-anchored sense of place
- Provides a realistic framework for missing-middle housing, trails, commercial services, and public gathering spaces
- Maintains strong connections to JWP and regional mobility despite the new center being north of the corridor
- Distributes activity and intensity along a corridor framework, improving overall site functionality and connectivity.

Integration with the Rezones and Specific Plan

This appendix links the Minor Plan Amendment with the Specific Plan and the associated rezoning applications. All affected policies, particularly those within Land Use, Environment, Community Character, Open Space, Transportation, and Neighborhoods, are analyzed in the unified conformance narrative. Where a policy depends on the revised location or structure of the Activity Center, the analysis references the amended map rather than the existing Regional Plan map.

Conclusion

The Minor Regional Plan Amendment is necessary to align the Regional Plan with the physical, environmental, and circulation realities of the STL 290 site. The relocation of Activity Center S12, the removal of S17 and use of the existing designation of JWP as a Suburban Corridor, and corresponding updates to Map 25 collectively establish a more accurate and implementable land use framework for the property.

These amendments do not weaken any policy outcome; rather, they strengthen conformance by organizing development in a manner that reflects site constraints, supports multimodal connectivity, and reinforces the Regional Plan's intent for compact, walkable, and context-sensitive growth. Together, the refined Activity Center and Suburban Corridor framework ensures that STL 290 can effectively deliver housing diversity, economic vitality, environmental stewardship, and a strong sense of place rooted in Flagstaff's natural landscape.

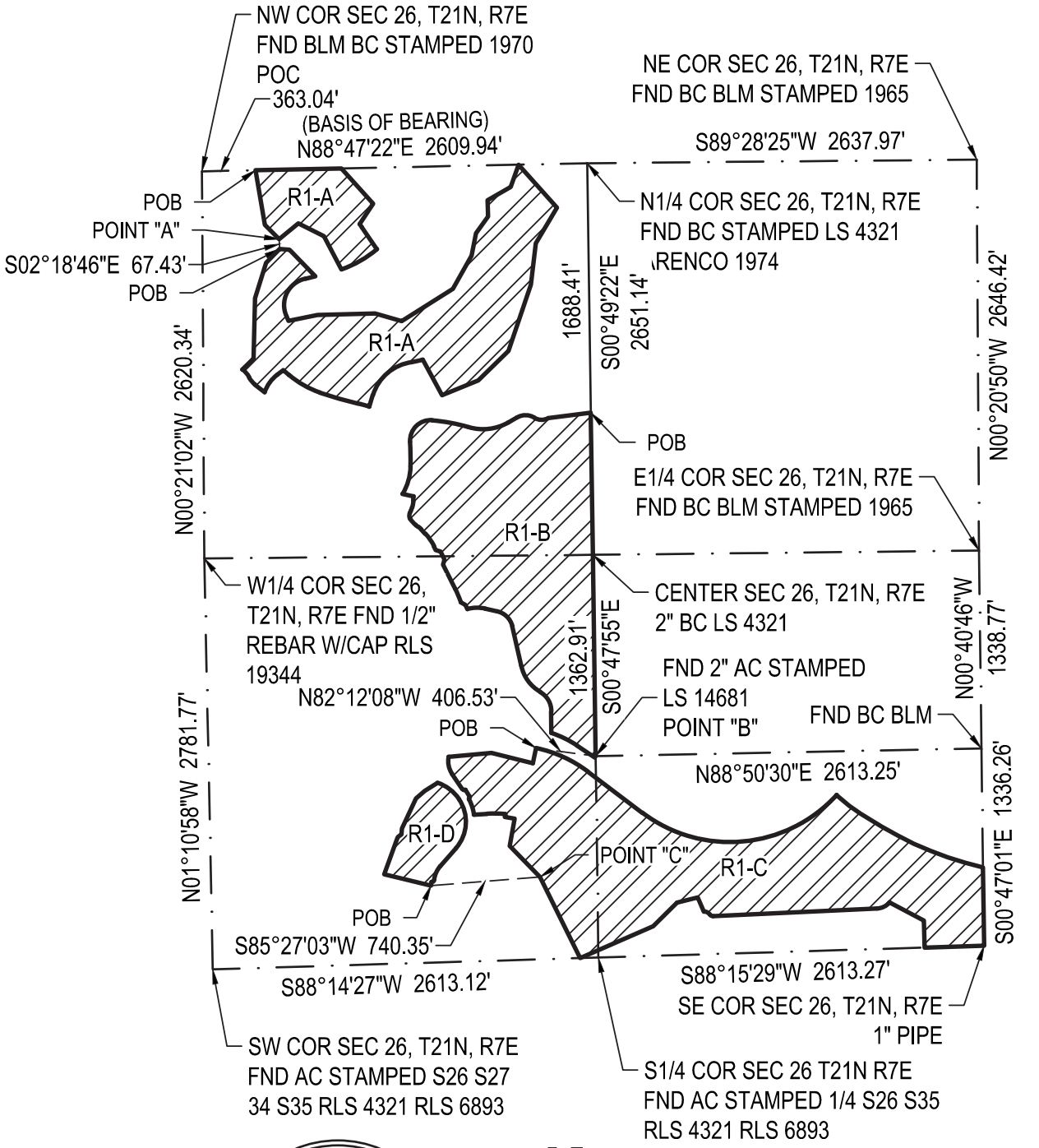
Side-by-Side Comparison: Existing Regional Plan vs. Proposed Amendment

Category	Existing Regional Plan 2030 – S12 Activity Center	Proposed Minor Regional Plan Amendment
Activity Center Location (S12)	S12 is mapped directly along the John Wesley Powell (JWP) corridor, centered on the future JWP alignment, with the Activity Center generally conceptualized as a node along that east–west corridor.	S12 is realigned to the Ponavera BLVD intersection with DAs 8/9, adjacent to the lodge. The Activity Center remains within the JWP corridor influence area but shifts from being directly on JWP to a lodge-anchored node on STL 290, connected back to JWP via Ponavera Boulevard and internal streets/trails.
Suburban Corridor Framework (S17)	S17 is identified as a Suburban Activity Center within the Growth Illustration, implying a node-based concentration of mixed-use intensity.	Remove Activity Center S17 because the existing designation of JWP as a Suburban Corridor better aligns with site constraints, including topography, resource considerations, and the planned circulation framework. This shift distributes activity and connectivity along a corridor framework, supporting multimodal access, a future connection toward Northern Arizona University lands, and a more context-sensitive pattern of development consistent with site constraints and planned infrastructure.
Primary Anchor & Role	Envisioned as a commercial/mixed-use center with a traditional suburban activity-center pattern: commercial and services as the primary anchor with supporting residential around it.	Reframed as a lodge-anchored tourism and community hub, where a destination lodge, visitor-oriented commercial, and surrounding parks/trails serve as the primary anchor. Neighborhood-serving commercial is located in the Commercial Village at JWP/Ponavera Blvd, with the Activity Center itself focused on the lodge and open-space–oriented core.
Relationship to JWP Corridor	Activity Center is directly on JWP, assuming a conventional corridor-fronting mixed-use node.	Activity Center is pulled north of JWP to respond to topography, forest resources, and lodge siting. JWP still functions as the regional access corridor, with Ponavera Boulevard and internal connections linking JWP to the lodge core and neighborhoods within the Activity Center's pedestrian shed.
Intensity Pattern	Highest-intensity commercial and residential uses assumed near JWP and the mapped center node, with intensity tapering outward in a more traditional suburban pattern.	Intensity is re-organized around natural systems and access: the lodge area and adjacent open space are framed by lower-intensity, quieter uses and landscape buffers, while higher-density residential is concentrated along Ponavera Boulevard and key collector corridors within the pedestrian shed.
Urban Form & Layout	Implied form is a commercial-anchored suburban Activity Center with a more conventional block and street pattern centered on JWP.	Form is a clustered, eco-centric Activity Center organized around the lodge, parks, and preserved forest/drainage corridors north of JWP. The layout uses clustered development, a simplified street network, and strong trail/greenway connections rather than a full, rectilinear street grid.
Pedestrian Shed & Walkability	Pedestrian shed assumed to be oriented directly along JWP and its surrounding blocks.	Pedestrian shed is reoriented around the lodge core and internal open-space/trail network north of JWP. Walkability is achieved via shared-use paths, FUTS-aligned trails, and internal connections linking neighborhoods, the lodge, Commercial Village, parks, and the Arizona Trail, rather than a continuous vehicular grid.
Community Character & Function	Focused primarily on a retail and services-oriented suburban center along a major corridor.	Emphasizes a tourism- and recreation-oriented Activity Center that supports lodging, outdoor recreation, and community gathering in a forested setting, while still providing access to neighborhood-serving commercial at the JWP/Ponavera Blvd intersection.
Environmental & Topographic Response	Existing mapping does not fully address site-specific constraints such as slopes, forest stands, and drainageways north of JWP on STL 290.	The amended S12 intentionally moves the functional Activity Center north of JWP so that it can be shaped around forests, slopes, and drainageways, using clustered development and landscape buffers.





APPENDIX C - Legal Description



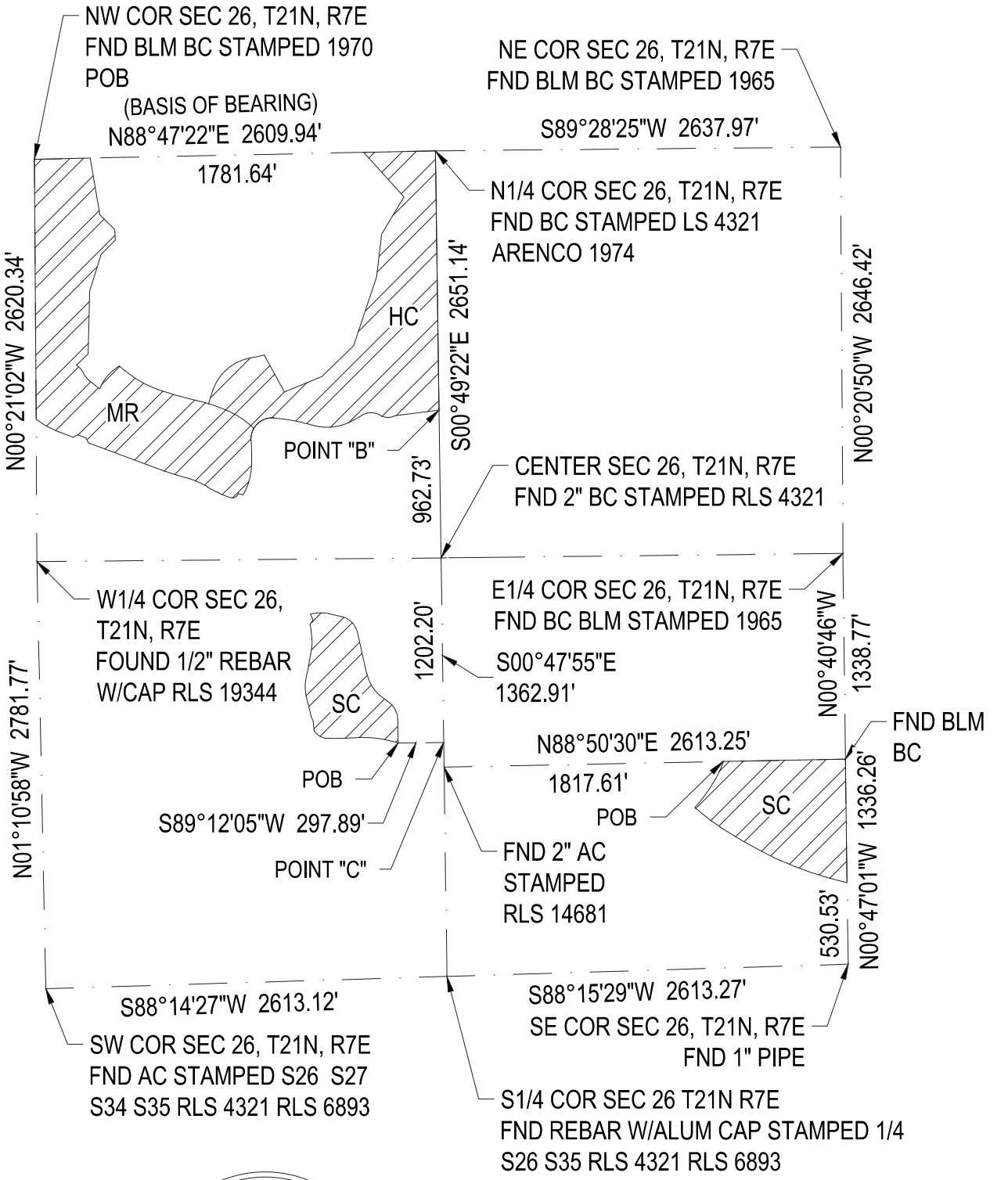
WOOD PATEL

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
19344
KIRK J.
PANGUS
Date Signed 09-04-26
ARIZONA U.S.A.
EXPIRES 12-31-2027

N

EXHIBIT "A"

STL 340
PROPOSED R1-RPO ZONING
09/04/2026
WP# 225329
PAGE 9 OF 9
NOT TO SCALE
Z:\2022\225329\Survey\Legal\5329-L09R02.dwg



WOOD PATEL

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
19344
KIRK J.
PANGUS
Date Signed 09-04-26
ARIZONA, U.S.A.

EXPIRES 12-31-2027

N

EXHIBIT "A"

STL 340
PROPOSED SC, HC & MR ZONING
09/04/2026
WP# 225329
PAGE 7 OF 7
NOT TO SCALE
Z:\2022\225329\Survey\Legal\5329-L10R02.dwg

symmetry
COMPANIES

8601 N SCOTTSDALE RD SUITE 335 | SCOTTSDALE, AZ 85253