Doney Park Timberline Fernwood Area Plan

An Amendment to the Coconino County Comprehensive Plan

Developed by the Residents of the Doney Park / Timberline / Fernwood Community with assistance of the County Community Development Department

Approved by the Coconino County Board of Supervisors May 21, 2001

DONEY PARK TIMBERLINE FERNWOOD AREA PLAN

Approved By:
Doney Park Timberline Fernwood Area Plan Committee April 19, 2001
Planning and Zoning Commission April 24, 2001
Board of Supervisors May 21, 2001

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This plan can be found on the Coconino County web site at
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September 1, 2001

Dear Doney Park and Timberline-Fernwood Residents and Residents of Coconino County,

As you know, Coconino County has experienced rapid growth. It's no wonder that people want to live in Doney Park Timberline-Fernwood where they can have country living at its best and all the amenities of a City only a few miles away. But, of course, this population growth has consequences, many of which impact rural living.

Fortunately a dedicated group of Doney Park Timberline-Fernwood residents (the Area Plan Committee) were willing to devote their time and energy to update the 1988 Area Plan which serves as a framework for how and where future growth should occur. The Area Plan contains several policy recommendations for Coconino County Community Development (Land-use Planning Staff), the Planning and Zoning Commission, and the Board of Supervisors.

Beginning with the 1988 Doney Park Area Plan as a foundation, the Area Plan Committee took an in-depth look at how needs had changed in the ten years since that original Plan was written. After countless hours of discussion and debate, a formal survey of every resident in the planning area, and many public open houses, the Committee created a draft version of this plan, which was submitted to the public for comment. The final version was approved by the County Planning and Zoning Commission in May 2001, and by the County Board of Supervisors in June of that year.

While this Plan does not replace the County Comprehensive Plan or Zoning Ordinance, it does provide additional information for decision-makers when faced with issues of growth and development in the Doney Park Timberline-Fernwood areas. Most especially what this Plan does is to represent what residents want to see for their area of the County.

We want to thank the members of the Area Plan Committee for their hard work and dedication to this three-year odyssey (it was supposed to be an 18 month journey). They worked very hard to represent the thoughts and perspectives of all the residents of Doney Park/Timberline-Fernwood and to present a plan that would serve the community well. We especially want to thank Cecilia Overby for her leadership as the Chairperson of the Committee and recognize Christine Mayer for her work in compiling the results of the resident survey.

Thank you for taking the time to read the Area Plan and hope you join us in thanking the members of the Area Plan Committee for their work.

Sincerely,

Liz Archuleta, District 2
Coconino County Supervisor

Deb Hill, District 4
Coconino County Supervisor

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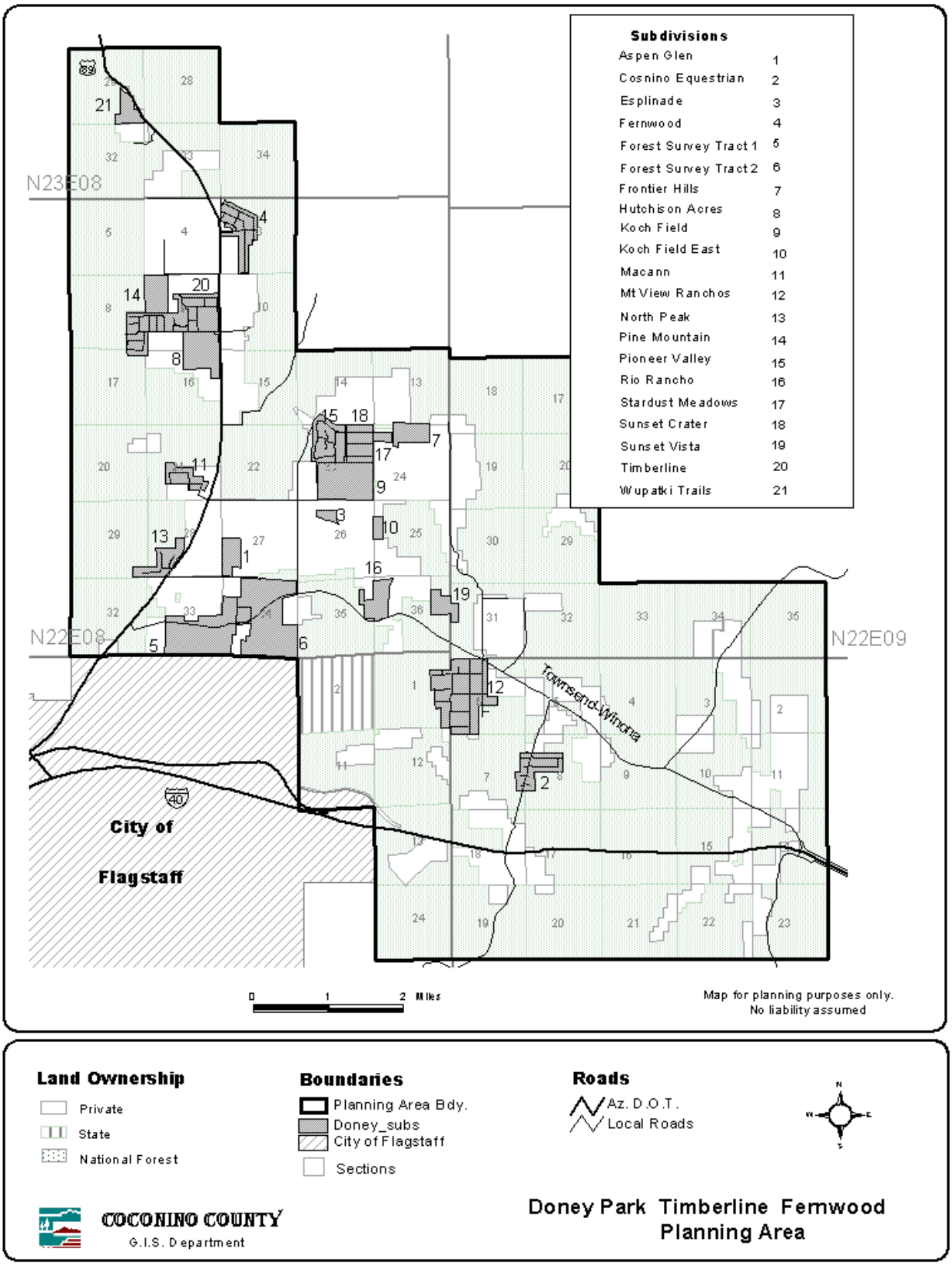
Subdivisions
Aspen Glen 1
Cosnino Equestrian 2
Esplinade 3
Fernwood 4
Forest Survey Tract 1 5
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Frontier Hills 7
Hutchison Acres 8
Koch Field 9
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Townsend-Winona
City of
Flagstaff
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Map for planning purposes only.
No liability assumed
Land Ownership
Private
State
National Forest
Boundaries
Planning Area Bdy.
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City of Flagstaff
Sections
Roads
Az. D.O.T.
Local Roads
COCONINO COUNTY
G.I.S. Department
Doney Park Timberline Fernwood
Planning Area

INTRODUCTION

On February 17, 1998 the Coconino County Board of Supervisors appointed a citizens' committee to develop a special area plan for the Doney Park Timberline Fernwood area. The initial committee consisted of 15 members about evenly divided between supervisorial district 2, which includes the Timberline and Fernwood areas, and district 4, which includes Doney Park and the remainder of the area. The committee held their first meeting on March 5, 1998 and met twice per month for the following 34 months through January 2001. The committee held a total of 65 meetings.

Background

On July 18, 1988 the Board of Supervisors adopted the Doney Park Area Plan. That plan had been developed through the same process, that is through the appointment of a citizens' committee that formulated the plan. The approximate life of a plan is about 10 years, and the area had experienced considerable growth, necessitating the need for an update. Citizen interest in redoing the plan intensified considerably after a controversial rezoning from residential to commercial that was approved by the Board in May 1996. During and after that decision there was vigorous debate about the interpretation of the goals and policies in the 1988 plan. This new plan supersedes the 1988 plan.

Purpose and Scope

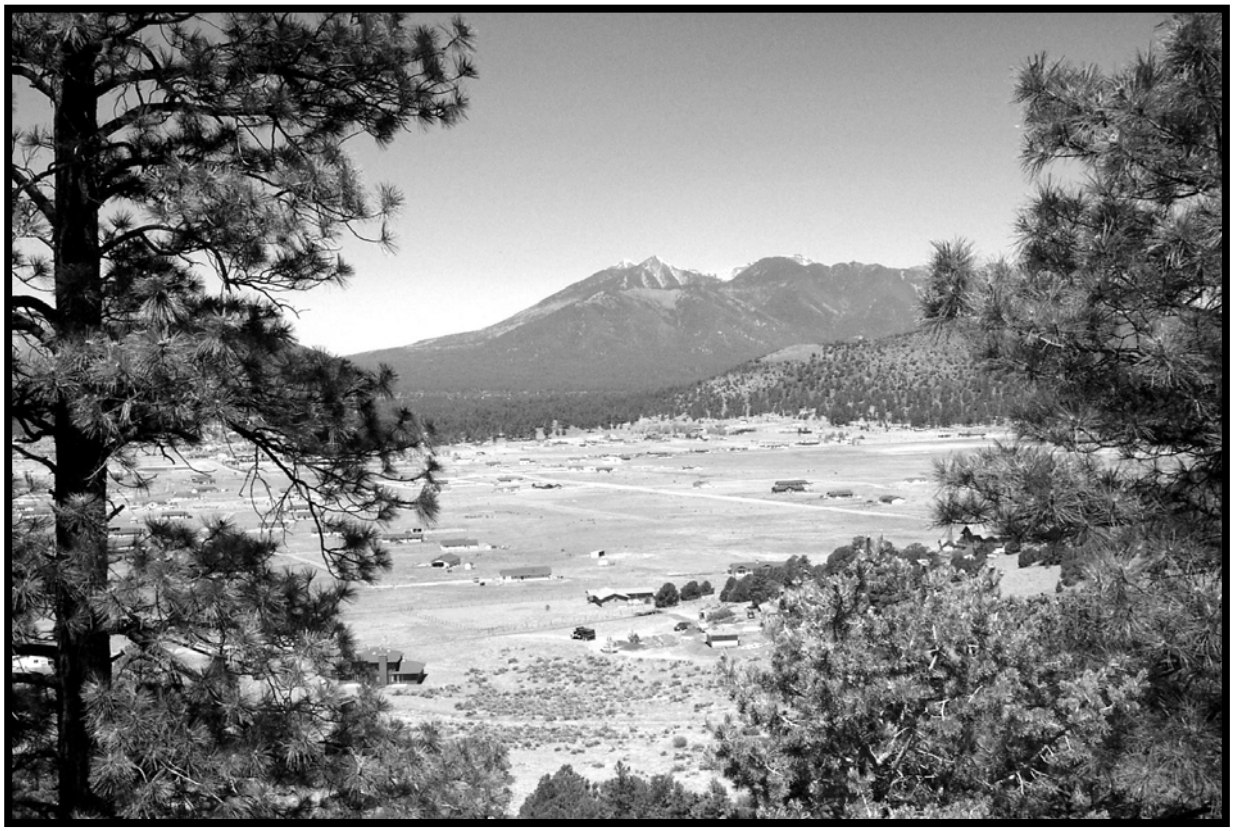
The purpose of the *Doney Park Timberline Fernwood Area Plan* is to ensure that future development in the area is in the interest of public health, safety and welfare, that it is not detrimental to the established character of the community, and that it preserves or enhances the special characteristics that define the Doney Park Timberline Fernwood area. The plan is adopted as an amendment to the *Coconino County Comprehensive Plan* and guides the decision-making processes of the Planning and Zoning Commission and Board of Supervisors in their consideration of development proposals.

The plan does not identify specific land uses for specific parcels, but sets forth goals and policies designed to protect the special characteristics of the community while allowing for orderly, well-planned, and appropriate development.

The plan has no fixed time period but is intended to be applicable for approximately 10 years, as was the previous plan. The plan may be amended periodically as needed. During the life of the plan, any affected party may request amendments to the plan, which would be considered by the Planning and Zoning Commission and Board of Supervisors through a public hearing process much like a zone change request. Eventually, if conditions change sufficiently to warrant another major rewrite of this plan, the Board would most likely appoint another citizens' committee to accomplish that task.

Planning Area

The planning area was established by the committee at the first meeting. The area coincides with the area shown on Coconino County's zoning map and is the same as for the 1988 Doney Park Area Plan. The area includes approximately 40,000 acres, or 62.5 square miles, of which 12,400 acres, or 31%, is privately owned. The area extends from Camp Townsend just north of the Flagstaff City limits at the southwest corner to Lenox Park at the northwest corner. The area extends east to Winona (see map following the Table of Contents).



The Planning Process

The planning process began with the appointment of a citizens' planning committee appointed by the Board of Supervisors in February 1998. The committee was originally comprised of 15 members. During the almost three-year process of developing the plan, three new members were added and there were seven resignations. For the last year or so, there was a core group of 11 members.

The committee first determined the planning area and then identified the planning issues. This was also done at the first meeting. The issues included land use – residential and commercial, zoning and density, access to Forest Service lands, lighting, design guidelines for commercial, drainage, transportation and traffic, water, future subdivisions, trails, dust, and public use lands, parks, and recreation.

The next phase of the planning process was the gathering of information to document existing conditions and to provide background for the committee on each of the planning issues. Representatives from various agencies including the fire departments, sheriff's office, Forest Service, Doney Park Water, county health, etc. addressed the committee during this early stage of the process. The committee also did a lengthy tour of the entire planning area to help clarify the issues in each of the many neighborhoods that make up the area.

The committee spent several months developing a survey (see appendix) to send to each of the property owners in the planning area to solicit public input. Approximately 3,000 surveys were mailed in early March 1999, and 962 were returned. The results were tabulated and were used extensively by the committee during the planning process.

The committee spent the following 18 months after completion of the survey developing each of the elements of the plan as well as the design review guidelines. The committee approved the draft plan on January 31, 2001. After review by the public and after open houses, the Committee met on March 28 and April 19, 2001 to incorporate those comments into the final draft.

During the three-year planning process the committee discussed all upcoming zoning applications in the planning area. The committee agreed not to make formal recommendations, but provided comments on issues and concerns for county planning staff to use in their reports to the Planning and Zoning Commission.

Community Participation

Community participation in the planning process included public attendance at planning committee meetings, a good response to the property owner survey, and attendance at open houses. Every attendee at any committee meeting was placed on a mailing list and received agendas and minutes for all subsequent meetings.

The committee held a public open house on April 29, 1999 to solicit input on each of the identified planning issues. About 60 people attended the open house. Committee members manned stations set up for each of the issues, and were able to talk to most attendees on a one-to-one basis to hear their concerns and ideas.

The committee also held open houses on March 14 and 24, 2001 to receive comments on the final draft plan.

Other Regional Planning Efforts

Several large-scale planning efforts in the Flagstaff region have been relevant to the planning efforts of the Doney Park Timberline Fernwood Area Plan Committee.

Flagstaff 2020

The Flagstaff 2020 planning process began in 1996 as a long-range community visioning process involving residents of the Greater Flagstaff area. Sponsoring agencies for this project included Northern Arizona University, the City of Flagstaff, Flagstaff Chamber of Commerce, Coconino County, Grand Canyon Trust, Coconino Community College, Flagstaff Unified School District, Northern Arizona Home Builders and Friends of Flagstaff's Future. The 2020 Vision document was completed in the Summer of 1997 and each of the participating agencies signed a memorandum of understanding to recognize this document as a policy guide. The Coconino County Board of Supervisors signed this memorandum of understanding on September 15, 1997. These agencies are encouraged to reflect the vision in their own long-range planning, decision-making and civic involvement. The Doney Park area is included in the study area for the 2020 Vision document.

Flagstaff Open Space & Greenways Plan

An intergovernmental committee began work in 1994 on completion of a Flagstaff Open Space & Greenways Plan. The goal of this plan is to shape an open spaces and greenways system for the greater Flagstaff region. The plan was completed in 1997 and contains recommended courses of action and policies to protect and preserve open space in nine different "landscape districts" around Flagstaff. Included in the plan are specific implementation tools to achieve the recommended policies. Retention of open space in the Doney Park area is addressed in the section of the plan describing the Old Caves Landscape District. Specific sections of land are recommended for retention in the area and various uses are discussed as acceptable or not acceptable for the five open space categories that were established during this process. Roads and trails are discussed at length and specific recommendations for travel corridors and trail linkages in the area are mapped out for Doney Park. On October 20, 1997 the Coconino County Board of Supervisors adopted the Open Space and Greenways Plan.

Flagstaff Metropolitan Planning Organization (FMPO)

The Flagstaff Metropolitan Planning Organization was created in March 1996 and serves as the regional transportation planning organization for the Flagstaff area. The creation of an MPO is required for all metropolitan areas with a population of over 50,000 as designated by the U.S. Census. Flagstaff surpassed this threshold in 1995 and was designated as an "urbanized area" during a mid-decennial census. The boundaries for the FMPO stretch from the San Francisco Peaks to the north, Winona to the east, Kachina Village to the south and Bellemont to the west. The FMPO is governed by a six member board composed of elected officials from the City of Flagstaff, Coconino County and an ADOT Transportation Board member.

The primary tasks of the FMPO include the creation of an area-wide long-range transportation plan and a short-range Transportation Improvement Program (TIP) - a staged, multi-year, intermodal program of transportation projects that prioritizes the distribution of federal Surface Transportation Program (STP) funding for area roadway projects. The FMPO receives approximately $250,000 each year for capital projects through STP funding from the Federal Highway Administration. The FMPO is required

to consider transit and other modes of transportation in its long and short-range planning efforts for the region. As the population of the Flagstaff area continues to grow, the FMPO will become an important discussion forum and deliberative body for the development and funding of a comprehensive and cooperative regional transportation system.

Flagstaff Area Regional Land Use and Transportation Plan

A joint city/county planning committee was appointed in 1996 to produce a joint comprehensive plan for the Flagstaff area. This document will be a true regional planning document and will address regional transportation issues, as well as related issues of land use, utilities, water quality and supply and public safety. Coconino County, the City of Flagstaff and the Flagstaff Metropolitan Planning Organization are partners in this effort to produce the first regional comprehensive plan in the State of Arizona. The planning committee finished the draft Long Range Plan in the Summer of 1999. The draft plan is currently being reviewed by the city and county Planning & Zoning Commissions, the City Council and the Board of Supervisors. An adoption date in the summer of 2001 is anticipated for both the City of Flagstaff City Council and the Board of Supervisors. Once adopted, the Regional Plan will be an amendment to the existing County Comprehensive Plan.

Flagstaff/Lake Mary Ecosystem Analysis (FLEA)

In response to continued development and significant changes in the Flagstaff area, the U.S. Forest Service began an intensive analysis of management in a 275,000 acre area around the City of Flagstaff. The analysis culminated with the publication in May 1999 of a book entitled "Ideas for Change." This book was widely distributed to the public for comment, and contained a vision of the future for this portion of the Coconino National Forest. The vision was based on a healthy ecosystem, an informed citizenry, a national forest with high quality recreational opportunities, adequate access and limited conflicts, and a Forest Service organization that is responsive to citizens. The Ideas for Change book is intended to lead to a proposed Forest Plan amendment.

Implementation

The *Coconino County Zoning Ordinance* and *Subdivision Ordinance* are the primary tools available for implementing county plans. Both ordinances include requirements that the Planning and Zoning Commission and Board of Supervisors must make certain findings of fact in order to approve zone changes, subdivisions, and conditional use permits. In order to approve development projects, the following findings must be met:

For zone changes:	That the change is consistent with the goals, objectives, and policies of the General Plan and this ordinance.
For conditional use permits:	That the proposed conditional use is consistent with and conforms to the goals,

	objectives, and policies of the General Plan or specific plan for the area.
For subdivisions:	That the proposed subdivision conforms to the goals, objectives, and policies of the Coconino County Comprehensive Plan and its amendments.

The General Plan referred to above is the same as the County Comprehensive Plan, and area plans are adopted as amendments to the Comprehensive Plan. The *Doney Park Timberline Fernwood Area Plan* contains specific goals and policies related to future development of the planning area and serves as the official guide for future decisions by the Planning and Zoning Commission and Board of Supervisors.

Most development approvals are accompanied by conditions of approval to address certain permit requirements, site improvements, and property development standards. The conditions of approval further serve as a mechanism to ensure compliance with the policies of the comprehensive plan and area plan.

The Doney Park Timberline Fernwood Area Plan Committee spent considerable time creating this plan. The plan is the result of extensive education, field trips, public participation, and public meetings. The committee started with the existing area plan that was approved in 1988. The members of the committee were committed to improving the original plan with the goal of clarifying many of the areas and the language that has been shown to be subject to interpretation. Every effort has been made to have goals and policies that are specific in order to minimize ambiguities.

The plan represents the committee's perception of the needs and desires of the majority of residents in the planning area and may be considered their vision statement.

As the committee began work on this plan, there was a concurrent effort by another committee to create a regional plan for the Flagstaff area. The draft regional plan was used and referenced by the committee during the planning process. Goals and policies were utilized and modified as appropriate for development of this area plan. The Doney Park Timberline Fernwood Area Plan Committee is concerned about possible conflicts among the County Comprehensive Plan, the Area Plan, and the Regional Plan. The Area Plan Committee believes that the Area Plan provides more specific language for the broader guidelines in the other plans. The precedence of area plans is stated in the draft regional plan in Land Use Goal LU2. Potential conflicts are addressed in Land Use Policy LU2.3. Because the Area Plan reflects the wisdom and knowledge of area residents who are much closer to the physical realities and to the specific conditions and issues in the area, the committee believes that the Area Plan should take precedence should any conflict arise with the Regional Plan. Because the Area Plan upon adoption becomes an amendment to the Comprehensive Plan, conflicts between these two should be minimal.

Implementation Goal

1. The *Doney Park Timberline Fernwood Area Plan,* as an integral part of the *Coconino County Comprehensive Plan,* is followed by the Planning and Zoning Commission and Board of Supervisors as required by the *Coconino County Zoning Ordinance* and *Subdivision Ordinance.*

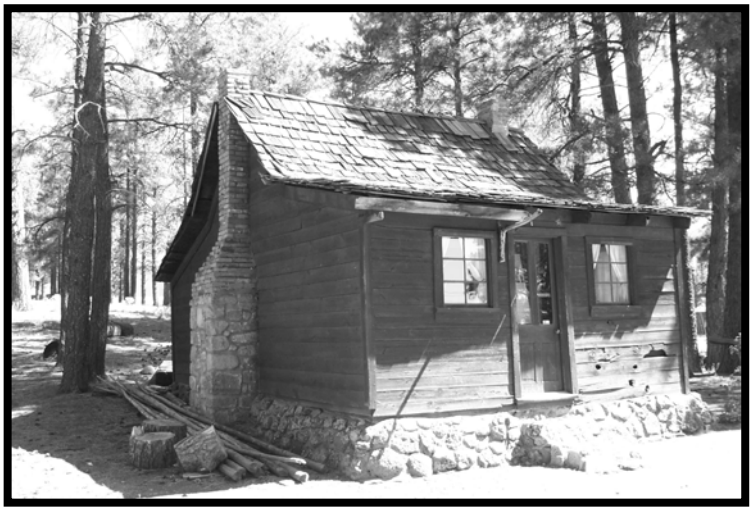
Implementation Policies

1. When considering a zone change, an application for a conditional use permit, or an application for a proposed subdivision, the Planning and Zoning Commission and Board of Supervisors shall demonstrate that the proposal is consistent with the goals and policies of this Area Plan.

2. Requests for projects that are not consistent with the Area Plan shall be denied or shall be accompanied by a request to amend the plan.

3. Should any conflict arise among the Area Plan, the Regional Plan, or other plans, the Area Plan shall prevail.

4. For each zoning application, conditions of approval shall be applied to ensure compliance with the goals and policies in the plan.



The Ben Doney Cabin in its current location at the Pioneer Museum in Flagstaff.

HISTORY

By Walter Brandis

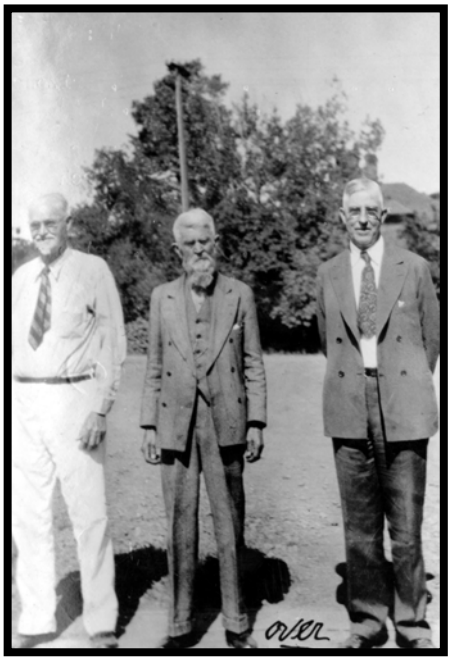
Walter Brandis is a life long resident of Black Bill Park. His father moved to the area in 1919 and farmed until about 1960. Walter still runs cattle and does some farming of beans and pumpkins. He served on the planning committee that developed the previous Doney Park Area Plan that was adopted in 1988.

The first recorded use of the Black Bill Doney Park area was sheep grazing in the 1880's. The area was discovered to be an excellent grazing area by Californians on their way to Colorado, forced out of California by drought.

In the early 1900's a logging railroad was built from the Greenlaw Mill which was located in the vicinity of the Flagstaff Mall along what is now North Highway 89. Many spur lines were built to the base of Mt. Elden, the Peaks and cinder hills. After the timber was removed from an area the spur line would be moved to a new area. The timber railroad was very active from 1910 to 1920.

Homesteading activity in the area began in 1907 and by 1915 most of the land was claimed. A school was built in Doney Park in 1915 adjacent to where the Cromer Elementary School has recently been built. By 1927 20% of the homesteads had been abandoned.

The area known as Black Bill and Doney Park was originally called Dead Man's Flat. Doney Park was named after Ben Doney who was a prospector in the area for many years and later settled in the Black Bill Park area. Black Bill Park was named for William West, a bartender known as "Black Bill." When a railroad to the Grand Canyon was being considered and



T. A. Riordan, Ben Doney and John O'Malley

Photo Courtesy of The Arizona Historical Society-Pioneer Museum

surveyed through the area, “Black Bill” homesteaded the area where the railroad would have passed. “Black Bill” moved on when it was decided the rail to the Grand Canyon would run north from Williams. The name “Park” was used because most of the area east of the Peaks consisted of natural open parks where native trees would not grow. This allowed for easy cultivation since trees would not need to be cleared making it easier for homesteaders.

The community of Winona was originally called “Walnut.” It was changed to Winona in 1886. In 1910 only one family lived in the area but by 1915 a community had developed and a school was built. Winona had a post office from 1924 to 1943.

Cosnino was named after the Cosnino Caves. A small community grew as a result of the railroad and a school was built for the community.

Camp Townsend was originally called “Doney” named for Ben Doney. It was changed to Townsend in 1936 after John Townsend, an early day scout and Indian fighter of the 1880’s. A Jack Townsend, believed to be a relative of John, was a gunsmith and had a store and campground in the area when the name was changed to Camp Townsend in 1936. “Doney” had a post office from May 16, 1922 to May 21, 1924.

The early settlers in Black Bill and Doney Park raised mostly potatoes and cereal grains. In the late 1920’s and early 1930’s the farms began raising pinto beans as a main crop. Farming continued until the Soil Bank Act of 1956. At this time most farmers sold their farms to land investors. Farming resumed in the 1960’s in scattered areas. A limited amount of farming is done today.

Black Bill Park had two dairies and many neighbors milked their own cows and sold their milk to the dairies.

Some of the farmers combined cattle ranching with farming. As a result of cattle ranching, the Summit, Black Bill, Elden, Cave Hill, Wild Cat, Cosnino, Young’s Canyon and Turkey Tanks grazing allotments were established. Most of these allotments have been combined and cattle ranching continues in the area today.

During the depression years most farmers had to supplement their income. This consisted mostly of keeping laying hens and the raising of turkeys, pigeons, rabbits and swine.

In 1936 the Black Bill and Doney Park Water Company was formed and served water to Black Bill and West Doney Park. In the early 1970’s the water company was reorganized to serve the entire area including Cosnino and Winona.

Flagstaff’s first airport was also located in Doney Park. Originally named Guthrie’s Gulls, it was changed to Koch Field to honor then Flagstaff’s Mayor Koch.

In 1948 the residents donated money and labor and built the Doney Park Community Building.

In 1949 the Rural Electric Association brought electricity to the area. This was followed by telephone service.

In the 1950's the residents petitioned Senator Goldwater and received postal service.

In the early sixties the residents formed the Mt. Elden Rural T.V. Association and brought television to the area.

Recent Development

Since Walter Brandis wrote this in 1988 and since the end of his history in the 1960's, there has been considerable change in the area. As recently as the early 1950's much of the area was used for agricultural purposes—ranching and farming. Rapid growth did not commence until the mid-1960's. A considerable amount of subdivision activity occurred in the six-year period from 1967 to 1973 as follows:

Subdivision	Unit	Year	Lots
Mountain View Ranchos	1	1967	36
	2	1967	7
	3	1967	27
Timberline	1	1967	104
Mountain View Ranchos	4	1969	16
Macann Estates		1971	25
Timberline	2	1972	30
	3	1972	85
Cosnino Equestrian Estates	1	1972	31
	2	1972	77
Mountain View Ranchos	5	1973	28
Fernwood	1	1973	81
	2	1973	55
Sunset Crater Estates		1973	115
Total Lots			717

Also during this period, Forest Survey Tracts Units 1 and 2, consisting of 720 acres, were traded from the Forest Service into private ownership and were subdivided into 130 five-acre lots in 1971.

Part of the reason subdivision activity ceased in 1973 is that the county adopted a new subdivision ordinance in 1974 that required paved roads. The next subdivision that was approved was sixteen years later in 1990. A list of subdivisions approved in the last

10 years is in Table 1 in the Land Use section. A total of 432 lots have been approved in 12 subdivisions. Of these, 84 lots were in subdivisions where waivers were granted to allow unpaved private roads.

The creation of many more residential parcels has occurred since the mid-1960's through lot splitting or land division. For example, the half square mile section of land southwest of the intersection of Silver Saddle and Koch Field Roads was split from 13 parcels in 1970 to 97 in 1986. Other areas that have experienced at least a tripling in the number of parcels are west of Highway 89 north of Copeland Lane and east of Sunset Crater Estates. In the last ten years, the number of parcels created through land division is 739. Growth of the area is most likely attributable to the desire by many residents who have moved to the Flagstaff area to have something more than a city lot, namely a larger parcel in a rural area.

NATURAL RESOURCES AND ENVIRONMENTAL QUALITY

The 1999 property owner survey indicated that the two most important factors for choosing to live in the Doney Park Timberline Fernwood area are large lot size and rural character. Other reasons for moving to the Doney Park area include open space, quiet and peaceful neighborhoods, views and scenery, and proximity to the forest. The Coconino County Comprehensive Plan recognizes the importance of the natural environment to county residents, and emphasizes the protection of such resources to further economic development, maintain property values, and provide for a high quality of life. As in all rapidly growing areas, the expansion and encroachment of human activities threatens the environment in which we live and recreate. The physical and aesthetic values that make Doney Park attractive are also the most sensitive and consequently warrant the attention of the area's residents. This element of the plan addresses general physical characteristics, water and air quality, forest issues, solid waste, aesthetics, lighting, open space, and other issues.

General Physical Characteristics

The Doney Park Timberline Fernwood planning area which consists of approximately 62 square miles is comprised of a variety of topographic features. The western portion of the study area consists of the lower slopes of the San Francisco Peaks and Mount Elden which display ancient volcanic as well as more recent glacial features. The majority of the planning area is comprised of intermittent cinder cones in various stages of erosion and open park lands. Eroded Kaibab limestone outcrops characterize the southeast portion of the planning area, from Cosnino to Winona.

There are three main soil types in the planning area which largely correspond to their underlying parent material. Soils on the upslopes of the Peaks are typically gravelly, vary in depth, and are not suitable for construction or development. Soils in the bulk of the planing area are moderate to deep cindery loams in and around the cinder cones. These soils have historically supported farming and have only moderate limitations affecting residential, commercial, and light industrial uses. Soils associated with the limestone are typically rocky and shallow. These soils are frequently too shallow to accommodate individual septic and leach field systems.

A large part of the planning area consists of two large meadows, or parks, namely Black Bill Park and Doney Park. Forested vegetation in the planning area consists of two predominant types, the ponderosa pine forest and the pinyon-juniper woodland. These two vegetative groups split the planning area in half along a north-south line lying approximately along Slayton Ranch Road. Most private development has occurred in or near the open parks. Most of the naturally forested areas that have been developed have been along the Townsend Winona Road corridor and on the west side of Highway 89.

No significant geologic hazards exist in the planning area. Several minor faults exist in the Winona area. Although the San Francisco Peaks volcanic field is still considered active, any significant eruptions or tectonic activity appear unlikely.

The hydrologic environment of the Doney Park Timberline Fernwood area is characterized by the orographic effect of the San Francisco Peaks. Rainfall varies from 22 inches on high slopes to 12 inches in the eastern portion of the planning area. No perennial streams exist in the planning area. The Rio de flag is the predominant natural watercourse traversing the area. A portion of the Rio de Flag is a designated floodway and consequently no development is permitted. The remaining portion of the Rio de Flag is a floodplain and may be suitable for recreation purposes and warrant protection as a riparian habitat. Bike paths and hiking and equestrian trails could be achieved by acquisition of easements on private lands and by designation by the Forest Service on public lands. Conservation easements might reserve riparian habitat on private lands. Considerable coordination would be required to develop such systems.

Besides the Rio de Flag, there are several unnamed watercourses in the area that have in recent years overtopped their banks during storm events and have flooded downstream property owners. This flooding is the result of increased runoff brought about by new development within the area.

Water Quality

Groundwater in the Doney Park Timberline Fernwood planning area is located in a regional aquifer at depths ranging from 1300 to 1800 feet. Because of the extreme depth to groundwater, contamination has not been a significant problem. Microbiological contaminants are generally filtered out in the percolation process. Inorganic chemicals from commercial and industrial sources could, in extreme circumstances, enter the regional aquifer. However it is unlikely with state and federal regulations and the low concentrations of business and industry that sufficient volumes of contaminants could present a hazard to the aquifer. Natural concentrations of barium are present and may pose a threat above maximum allowable concentrations.

There are a number of factors that have the potential of impacting groundwater quality about which there is little or no information. These include thickness of soil, depth to underlying bedrock, possible fissures in the rock strata, and impact of density of residential development.

One of the indicators of potential contamination and one which is regularly measured is nitrates. The state standard is 10 milligrams per liter (mg/l). The level in all Doney Park area wells is about 1 mg/l. The numbers seem to fluctuate up and down. There was one instance of the state standards being violated, but the levels are back in the 1 mg/l range. The Environmental Health Division of the County Department of Health Services monitors nitrate levels and would become concerned if levels starting creeping upward.

The only significant surface water in the planning area is the Rio de Flag, an ephemeral natural watercourse. Waters flowing in the Rio de Flag, outside of storm events and snowmelt, are generated by treated effluent from the City of Flagstaff wastewater treatment plant. Discharges in waters of the United States, of which the Rio de Flag is one, are permitted by a National Pollution Discharge Elimination System (NPDES) permit issued by the U.S. Environmental Protection Agency. Water discharges must conform to state and federal water quality requirements for fecal coliform, biochemical oxygen demand, and suspended solids. Monitoring also includes viruses and heavy metals such as lead, mercury or arsenic. No evaluation of the discharge for inorganic chemical content is currently conducted by the County. Concerns over contamination have been raised by downstream water users and adjacent property owners. The discharge is acceptable for reuse as irrigation water on crops and is not intended for human consumption. Discharges vary seasonally into the Rio de Flag. During dry periods 2.5 million gallons per day are released and during storms or snowmelt, this figure may increase to 4 million gallons per day.

Rio de Flag

Air Quality

Air quality problems in the Doney Park Timberline Fernwood planning area are almost exclusively related to particulates (dust). Historically, the largest single source of man-caused air pollution has been agriculture. Cultivation of the bean farm at the north end of Timberline used to cause clouds of dust to blow across Highway 89 causing hazardous driving. However, that area is now developed with houses, and with the decline in agriculture generally, the role of agriculture in producing particulate problems has abated.

The Arizona Department of Environmental Quality Air Quality Division is responsible for monitoring and enforcing air quality standards set by the EPA under the Clean air Act. State officials estimate that 90% of the man-caused dust is generated by dirt roads. On a regional perspective, no federal air quality standards are currently being violated. However, in site specific locations adjacent to heavily trafficked unpaved roads, particulate volumes may exceed federal limits at times. State officials will not take enforcement action just because a road is dusty, in other words the mere existence of a dirt road is not a violation. During the grading of dirt roads a water truck must be present to minimize dust.

While road dust may be an issue to some people in some locations, it was not mentioned as a significant threat to quality of life by property owner survey respondents. However, approximately 40-50% would consider a self-taxing district for dust control, road maintenance, or paving roads. Dust palliatives may work as a temporary solution, however the cost of continued application generally renders them not cost effective. Other options such as the use of road millings (recycled asphalt) which have recently been applied to Slayton Ranch Road may provide alternate road surface materials other than asphalt that are better than cindered roads. The Transportation element of this plan contains additional information and policies regarding road improvement and road maintenance districts.

Wood smoke is another source of particulate pollution, which generally creates more of an aesthetic problem than a pollution problem. In 1990 a strict set of wood stove emission standards developed by the EPA went into effect. These new standards coupled with a decline in the use of wood stoves, especially with the extension of natural gas lines into the planning area, has reduced the overall impact of wood smoke.

National Forest Issues

About two-thirds of the Doney Park Timberline Fernwood planning area is national forest land. The land is managed by the Peaks District of the Coconino National Forest. Management is guided by the Coconino National Forest Land and Resource Management Plan adopted in 1987 along with amendments, which have been approved since that time. The Coconino National Forest is currently in the process of developing a proposed forest plan amendment for the greater Flagstaff area. The Flagstaff Lake Mary Ecosystem Analysis (FLEA) area consists of approximately 200,000 acres of national forest land and includes the communities of Flagstaff, Kachina Village, Forest Highlands, Mountainaire, and Fort Valley, in addition to the Doney Park Timberline Fernwood planning area. The first major written report emanating from the FLEA process was *Ideas for Change* which was published in May 1999 and which contained ideas for managing ecosystem health, recreation, access, minerals, land exchange, water resources, and electronic facility siting. The book was the result of numerous community workshops and discussions. The next step was the publication of a draft *Proposed Action* for the FLEA area, which was distributed in September 1999. General issues driving the process include ecosystem health and the heightened risk of catastrophic fire, recreational

use conflicts resulting from significant increases in use of the forest, and access and road problems.

The property owner survey contained a few questions about forest use and forest issues under the heading of Natural Areas Protection. A majority of respondents engage in a variety of outdoor activities, which utilize the national forest, including walking, jogging, biking, off-road vehicle driving, picnicking, wildlife watching and horseback riding. Over half of the respondents agreed that there was a need for tree thinning or brush clearing to reduce the threat of wild fires. Forty-five percent of the respondents said that there were sufficient conflicts among activities to warrant Forest Service consideration of designated and special use areas, while 41% did not. A large majority (84%) felt that public access to the forest was adequate. Important issues that were highlighted at the open houses and through written public comments were the continued deterioration of Forest Service lands as a result of OHV and other abuses. The expanding network of illegal roads has resulted in the destruction of habitat, shooting near homes, dumping of trash, abandoned cars, and illegal hunting. These abuses are detrimental to the enjoyment and recreation of the nearby forest areas by the public.

Regarding forest health and fire risk, concurrent with the FLEA process has been the initiation of the Grand Canyon Forest Partnership, which is in the early stages of a major thinning effort. Test plots in the Fort Valley area are helping to determine the specific treatments that may be used throughout the Flagstaff area. Most commentors to the FLEA process supported thinning of trees with caveats related to wildlife habitat, visual quality and road management. The FLEA proposal is to have a sustainable open forest, which would be mostly grass with groups of trees. A high priority would be placed on areas within one-half mile of private lands in order to reduce fire risk.

The issues of roads, trails and access have been some of the most contentious. Use of forest roads, both established numbered roads as well as user-created social roads and trails, has increased dramatically in the last 25 years or so. There has been a proliferation of user-created roads in neighborhood areas where use of the forest is high. While many commentors to the FLEA process desired a continuation of the lack of restrictions on off-road travel, the current draft proposal calls for a policy of staying on designated open roads only. The development of social trails from owners' backyards into the forest may only be able to be managed through involvement of the neighborhoods. While the survey indicated satisfaction with access to the national forest, public access can be blocked off as new development occurs. Trail easements connecting neighborhoods to national forest lands are reasonable requirements of new subdividers.

The 1987 Forest Plan designated the Cinder Hills OHV area, which consists of about 13,500 acres, for off-highway vehicle recreation. As many as 1200 people use the area on busy summer weekends for group camping, riding, races, and individual day use. The draft FLEA Proposed Action calls for a continuation of the use of the area for recreational OHV use with more active and better management. The proposal contains detailed actions and management strategies designed to protect vegetation, to reduce

potential encroachment into the sunset Crater Volcano National Monument, and to improve visual quality.

Historically, land exchanges whereby certain national forest lands become private in exchange for remote private inholdings being acquired by the forest have been the source of considerable controversy. Residents in the Flagstaff area who desire to live next to the forest pay a significant premium for land adjacent to the forest boundary. The thought of that land being traded and developed is not popular. However, there is still a desire to acquire very high quality private land parcels, for example to open access to the forest or to preserve a very unique habitat or riparian area. In order for that to occur, some forest land must be given up. The 1987 Coconino National Forest Plan identified on a map as base for exchange forest lands that were eligible to be acquired and converted to private ownership. The FLEA Proposed Action calls for eliminating these designations on forest maps and instead referring to the *Flagstaff Area Open spaces and Greenways Plan* which designated public lands as either high or low priority for retention as public land. In the Doney Park Timberline Fernwood area there are forest lands designated as low priority for retention, indicating that they might be available for exchange. However the draft *Flagstaff Area Regional Land Use and Transportation Plan* has set these forest areas outside the rural growth boundaries, meaning that they should not be considered for development during the life of the plan. This area plan supports these growth boundaries (Forest Policy 7). The FLEA Proposed Action emphasizes much more public involvement and coordination in the land exchange process.

Light Pollution

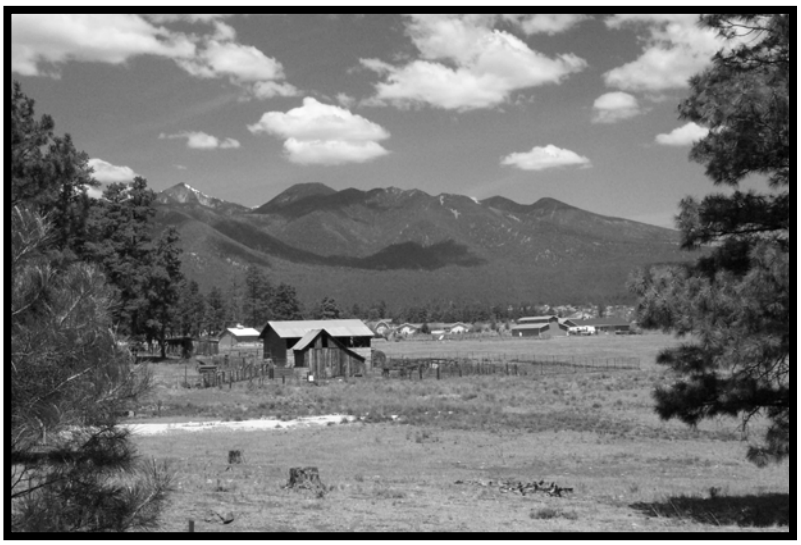
Light pollution from outdoor lighting is an ever-increasing concern in both rural and urban areas. Increasing light pollution, both from the City of Flagstaff and within the planning area, is a threat to the quality of dark skies valued by residents and to the astronomical community. Recent development, including convenience store canopy and fuel pump island lighting and equestrian arena lighting has affected dark skies in some locations, particularly in the Black Bill Park area. Excessive lighting not only affects dark skies, but affects safety by producing unnecessary glare and also wastes energy. Although the lack of major commercial activity, the low density of residential development, and the lack of street lights has kept light pollution to a minimum, as the population increases along with new commercial activity, the night sky view is likely to be further degraded.

In response to the brightening night-time skies, the observatories collaborated with the City of Flagstaff and Coconino County to develop lighting ordinances, which are among the most stringent in the country. Adopted in 1989, the ordinances set limits on the total amount of light allowed for commercial uses. The Coconino County ordinance, which is Section 17 of the Zoning Ordinance, established astronomical zones with different amounts of total light allowed in each zone. Zone 1 which is areas within 2.5 miles of the U.S. Naval Observatory and the Lowell Observatory's facilities on Anderson Mesa, is the most restrictive. All of Doney Park is in Zone 3 which is between 7 miles

and 35 miles from the observatories. The total amount of light allowed at commercial establishments is 100,000 lumens per acre. The ordinance requires shielding of all outdoor light fixtures, with exemptions granted for low-output wall fixtures such as residential porch lights. One potential flaw in the ordinance is that it was designed more to protect the observatories than remote rural areas where protection of dark skies is equally important and where large quantities of light may not be needed for adequate operation of commercial businesses.

Aesthetics

The image of the Doney Park Timberline Fernwood area as an attractive natural environment offering a setting for a casual rural residential lifestyle has been consistently cited as one of the area's outstanding attributes. The mixture of forested and park areas, the cinder cones and striking vistas of the San Francisco Peaks in conjunction with dispersed large parcels provide a unique residential opportunity unlike that found in the city. However, because of the attractiveness of the setting, residents and visitors are equally outspoken about the aesthetic shortcomings of the area. Although aesthetic values are highly subjective, the importance of an aesthetically pleasing environment, both in terms of property values and quality of life, cannot be denied.



One method for protecting and enhancing the visual character of a community is through adoption of design review guidelines, which would reflect and be sensitive to the unique environment and location. The adoption of a Design Review Overlay Zone (DRO) and design guidelines would result in all new commercial, industrial, and public and semi-public uses going through a review and approval process for exterior design, materials, textures, colors, site design, signs, lighting, and landscaping. Although some of these issues are considered currently through the conditional use permit process, a DRO would be more uniformly applied as all new commercial uses, even those not requiring a conditional use permit, would go to the planning and zoning commission for approval.

The property owner survey did not ask a specific question about support for a DRO. However, a majority of respondents supported going beyond current ordinances for lighting, height, style and lighting of signs, and landscaping. Slightly less than a majority supported regulating building materials and colors.

Solid Waste Disposal

Doney Park is currently the site of the only regional solid waste disposal facility. The Cinder Lake landfill is located at the terminus of Landfill Road about three miles east of Highway 89. Operated for years through a special use permit granted by the Forest Service, the City of Flagstaff has recently purchased the site of the landfill. The landfill serves about 70,000 residents of the city and surrounding areas. The total area purchased from the Forest Service included the 175 acre lease area plus an additional 168 acres for expansion. With the implementation of a full-scale recycling program, which with the curbside pickup in the city has significantly reduced the waste stream to the landfill, the expected life span of the landfill is 80 years.

The location of the landfill has stimulated concerns in the past over the possible aesthetic and environmental degradation. The most pervasive problem associated with the landfill has been windborne trash. Part of the operations plan for the landfill includes regular pickup. Potential groundwater contamination is minimized by depth to groundwater, but monitoring wells are required to determine any potential impacts.

Although the City of Flagstaff has instituted curbside recycling and transports recyclables to a materials recovery facility on Butler Avenue, recycling is voluntary in the unincorporated county areas. Efforts to increase recycling in the County to reduce the amount of waste hauled to the landfill are ongoing.

Another issue, which has been raised in the planning area, is the high cost to use the landfill, possibly resulting in increased trash dumping in the forest areas. Besides looking at restructuring the fees, the addition of community-wide clean-up days with free hauling by the County or additional free days at the landfill are possible ways to encourage use of the landfill over wildcat dumping.

Noxious Weeds

Another issue, which has arisen at planning committee meetings and is addressed in the FLEA process is noxious weeds, which are introduced non-native plants that tend to occupy disturbed sites and replace native species. Some species such as diffuse knapweed and scotch thistle have rapidly spread with little done to control the expansion. Such species are harmful to horses and livestock, may increase the rates of the spread of wildfires, and damage meadows and riparian areas. Controlling the spread is addressed in the FLEA Proposed Action through a combination of interagency cooperation and citizen involvement.

Goals and Policies

Water Quality Goal

1. Water quality of all surface waters and groundwater is protected to preserve or improve existing quality.

Water Quality Policies

1. Protection of the existing quality of groundwater resources shall be a priority factor in the consideration for approval of residential, commercial, and industrial developments.

2. Development proposals that will affect drainage on adjacent properties, roads or watercourses shall include a drainage plan addressing the impacts and mitigation measures.

3. The County Division of Environmental Health shall provide written comments on potential environmental impacts during consideration of new developments.

4. The Arizona Department of Environmental Quality (ADEQ) shall be encouraged to work with the Division of Environmental Health to do a regional study of the impacts of individual wastewater systems on water quality.

5. A preliminary soil report shall be required as part of the development application process
in order to determine feasibility of on-site wastewater systems.

Air Quality Goal

1. The existing excellent air quality is preserved or improved.

Air Quality Policies

1. Cultivation techniques to minimize erosion and airborne particulates shall be encouraged by the County and Doney Park Water and shall be required of all new development. Provision of financial incentives, appropriate plant materials, watering techniques, and seminars, should be considered.

2. The County Department of Public Works shall aggressively pursue dust control efforts on unpaved county roads utilizing new products and technology as practicable. Individual property owners through county improvement districts, road maintenance districts, or property owners associations shall be encouraged to provide dust free surfaces on roadways within their jurisdiction. The County shall

explore the feasibility of large quantity purchases of appropriate road surface materials for resale to residents. In addition, the County shall determine the most cost effective road surface materials for the planning area and provide that information to residents.

3. Residents shall be encouraged to purchase low particulate emissive woodstoves and/or to retrofit existing units to minimize particulate emissions.

4. The County shall post county roads to restrict unlicensed OHV use. Rigorous enforcement of laws shall be pursued.

5. The formation of county improvement or maintenance districts shall be encouraged as a means of solving dust problems and allocating costs to those most affected. The County will continue to provide technical and financial assistance in the formation and implementation of new districts.

Forest Issues Goals

1. Ecosystem health is improved and the risk of catastrophic wildfire is reduced through active forest management.

2. There is greater community involvement in land management decisions affecting public lands in the study area.

3. The number of conflicts among users of the national forest lands is minimized.

Forest Issues Policies

1. The Forest Service in conjunction with the County should implement measures to improve forest health and reduce the threat of wildfires in forest areas adjacent to residential areas. Neighborhoods adjacent to the affected forest should be encouraged to participate in this effort.

2. The Forest Service is encouraged to emphasize visual or scenic quality, neighborhood recreation, and wildland/urban interface fire protection as primary objectives of management activities in the study area.

3. The Forest Service is strongly requested to prohibit dispersed camping and campfires within one mile of private property in the interests of resource protection and urban interface fire protection.

4. The Forest Service shall actively seek and consider Doney Park Timberline Fernwood community input regarding land exchange proposals in the planning area.

5. The Planning and Zoning Commission and Board of Supervisors shall require all new subdivisions or development in the planning area adjacent to federal lands to provide adequate protection from livestock intrusion using Forest Service fencing standards or better. In critical wildlife areas or corridors, Forest Service input on fencing requirements will be requested and shall be incorporated as appropriate.

6. The Arizona Department of Transportation and County Department of Public Works, as appropriate, shall provide improved signage at migratory wildlife sites in the planning area or immediately adjacent to it and to protect human life and to minimize road kills of deer and elk.

7. The County Board of Supervisors is strongly encouraged to adopt the Rural Growth Boundaries in the Flagstaff Area Regional Land Use and Transportation Plan to discourage exchange of forest lands adjacent to residential areas.

8. Old Caves Crater, Turkey Tanks, O'Neil Crater, the Rio de Flag and significant archeological sites urgently require preservation by the Forest Service and should not be considered for exchange in any future Forest Service plans.

9. The County Parks and Recreation Commission and the Forest Service are requested to form a community committee to identify and establish a network of non-motorized recreational trails in adjacent forest areas.

10. New residential subdivisions adjacent to national forest lands shall be required to provide trail easement access to the forest. The developer shall be required to construct the trail in conformance to county standards.

11. The County shall investigate means to acquire public access easements to the forest in lot split areas.

12 Off Highway Vehicle (OHV) travel should be restricted to roadways designated by the Forest Service and to specified areas, for example the cinder hills area. The Forest Service is requested to obtain public input prior to designating OHV roadways and areas.

Lighting Goals

1. Dark night skies and the dark night landscape are preserved by minimizing the amount of outdoor light.

2. Glare and visibility of lights off the property where they are installed is minimized.

Lighting Policies

1. The lighting ordinance shall be rigorously enforced.

2. The County shall amend the lighting ordinance to incorporate state of the art technology for reducing light trespass and glare.

3. New developments shall comply with Astronomical Zone II lighting standards or better.

4. Residential property owners shall be encouraged to install only the minimum outdoor lighting necessary for utility and security purposes and to prevent light trespass onto neighboring properties (e.g. motion detector lights, low wattage bulbs, recessed lighting, shielding, etc.). An active education program for residents should be undertaken and incentives provided if possible.

5. The County shall consider providing incentives to existing nonconforming businesses to upgrade to the current lighting ordinances.

6. Requirements for full shielding of all outdoor lighting shall be incorporated into all zoning and conditional use permit applications.

7. Commercial storefronts with ground-to-roof glass windows providing visibility into the illuminated store interior shall not be allowed in the planning area.

Aesthetics Goals

1. Natural areas and the environment that help define the rural character of the community are preserved.

2. Every attempt is made to protect and improve the aesthetic quality of the environment and quality of life.

3. Native vegetation is protected and preserved.

Aesthetics Policies

1. The architectural design, signage and fencing of new commercial developments or redevelopments shall be aesthetically compatible with the rural, meadow, and forest character of the community and natural environment.

2. The County shall adopt a Design Review Overlay Zone for the planning area to establish design guidelines.

3. The preservation of scenic views within the community and the visual impression of the community from Highway 89 and Townsend Winona Road shall be considerations in the review of any developments requiring Commission or Board approval, including requests for variances from lighting, building, and sign requirements.

4. New or replacement utility distribution lines including power lines of 12 kv or less, fiber optic cables, telephone cables and TV cables, shall be buried unless conditions such as extensive monolithic bedrock exist that would result in excessive ground disturbance and expense.

5. The County should have an active zoning enforcement program to clean up junk. The County shall rigorously enforce the screening requirement for outdoor storage.

6. Incentives for property owners should be provided by the County to clean up trash and fire fuel debris through regular community clean-up days, reduced landfill fees, and additional free landfill days.

7. Utility poles and towers in the planning area shall have a permanent, non-reflective dark surface that blends with the dominant elements of the surrounding natural landscape.

8. Impacts of noise pollution shall be an important factor to be considered for any actions requiring Commission or Board approval. Projects shall not be allowed that adversely contribute to noise pollution or that are detrimental to the quiet rural nature of the area. The County shall be encouraged to adopt standards to measure noise impacts including noise levels, time of day impacts, etc.

9. A landscaping plan shall be required as part of the application submittal for all projects requiring review and approval by the Commission or board. The use of low water using plants (once established after 1-2 years) suitable for the area shall be required for all new landscaping. Native or naturalized species are preferred.

10. If residential property owners choose to fence all or part of their property, they shall be encouraged to install fences of materials that are attractive and meet the rural character of the area.

11. The area's topographic features shall be protected by prohibiting development on ridge lines and steep slopes.

12. To protect soils, preserve visual quality, and preserve vegetation, developers of all properties (commercial, industrial, and residential) shall minimize the disturbance footprint and provide appropriate mitigation for new proposals or permitted changes to existing development.

Solid Waste Goals

1. The solid waste stream is reduced through implementation of an aggressive recycling program.

2. Litter is eliminated through prevention of windborne trash.

Solid Waste Policies

1. All residents of the planning area are encouraged to maximize their recycling efforts and to reduce their waste stream. The County is encouraged to facilitate this by providing recycling services such as curbside pickup, additional containers at strategic locations, etc.

2. The City of Flagstaff and Coconino County shall devise methods to prevent wind borne trash and debris along routes leading to the sanitary landfill. The County shall require trash collection companies to develop and enforce policies that minimize wind borne trash during collection.

3. The County is requested to adopt an ordinance that requires containment or covering of trash for individuals hauling their own trash to the landfill.

4. The County shall consider additional "free dump days" or "reduced fee days" at the landfill to encourage residents to clean up their properties.

5. New commercial and industrial businesses shall be required to provide mitigation for trash control through the rezoning or conditional use permit process.

6. The County shall work with neighborhood and community groups on roadway and neighborhood clean-ups.

Noxious Weeds Goals

1. Noxious weeds are eliminated in the planning area.

2. Introduction of new weeds into the area shall be prevented.

Noxious Weeds Policies

1. The County, private developers, and neighborhood groups should be encouraged to participate in programs to prevent the spread of noxious weeds. The County should participate in educational efforts for planning area residents.

2. Overseeding with native grasses or plants shall be required in disturbed areas.

3. The County Department of Public Works shall eradicate noxious weeds in county rights-of-way and take appropriate measures to prevent the spread of noxious weeds during routine road maintenance and construction operations.

4. The County shall adopt an ordinance that requires establishment of native vegetation in ground-disturbed areas. If noxious weeds are present prior to ground-disturbing activity, appropriate action must be taken to prevent the re-establishment and spread of noxious weeds prior to implementation of the project.

5. The Board of Supervisors is urged to recommend that the state legislature enact a weed-free hay policy for the state.

Other Policies

1. Wildlife corridors shall be a factor for consideration for all new developments.

2. The County shall add an element of infrastructure by preparing a master drainage plan to serve as a guide to development.

3. The County shall provide to each new homeowner in the planning area a synopsis of dust control, animal control, lighting, noise, and other regulations. A means of identifying property renters shall be pursued.

4. The County shall work with the Arizona Department of Transportation on a no engine brake policy for trucks coming down Highway 89 into the planning area.

5. The County is encouraged to provide information on the impacts of overgrazing by livestock.

WATER SERVICE

Availability and cost of water service is an important issue in the planning area. Water is supplied by the Doney Park Water Company (DPW), private wells, and by the hauling of water by individuals. DPW, a private not-for-profit member owned cooperative, is the source of water for the majority of water users in the planning area. DPW is managed by an elected board of directors which holds regularly scheduled board meetings that offer members an opportunity for comment. The availability of water is a critical factor for growth in the area. DPW limitations in terms of resources and facilities, and the existing location of facilities and distribution lines, is an important factor in how much and where growth occurs in the area.

Supplying water to properties in the area can be expensive. Because of the depth of the aquifer, which is approximately 1500 feet, drilling wells is quite costly. Water line extensions to rural properties ranging in size from one to five acres can be expensive. DPW strives to keep operating costs to a minimum to benefit all member-owners. However, the company has several wells and an extensive water distribution system in place, and must pass on the costs of pumping, upgrading and maintenance to member-owners. Many residents in the area choose to haul their own water usually because of the cost to extend infrastructure to their property or because the property is outside the Doney Park Water service area.

Another issue related to water service is the lack of fire hydrants in much of the area, especially outside of subdivisions. As a member-owned cooperative serving residential needs, DPW is not required to provide water for firefighting purposes, and the Doney Park and Timberline Fernwood Fire Departments do not rely on DPW for initial firefighting needs. However, the presence of hydrants adds additional safety measures for residents.

When planned residential developments and subdivisions are established, fire hydrants and water lines are required as part of the infrastructure for such developments. In some areas installation of hydrants is impacted by substandard line size and thus inadequate flow. Individual property owners may opt to install hydrants at their own expense. Doney Park Water has the authority to charge a tariff for maintenance of hydrants, but current policy does not require individual owners to pay this fee. This policy could change in the future.

Groundwater quantity is regulated by the Arizona Department of Water Resources under the Groundwater Management Act adopted as law in 1980. The County Attorney's Office has advised that the county has no jurisdiction over quantity of groundwater and cannot consider impacts to the local aquifer when reviewing development projects.

Water Service Goals

1. High quality water is supplied to all users in a dependable, economical, and frugal way.

2. Water is provided to Doney Park Water member-owners without depleting or drawing down of groundwater resources.

3. Conservation of water is practiced by residents and businesses.

Water Service Policies

1. The policy of ongoing cooperation and coordination between the County and Doney Park Water shall continue to ensure that development in the area is in conformance with the current planning of both parties.

2. Such a policy of coordination and cooperation should continue for the additional purpose of keeping county officials up-to-date on Doney Park Water policies to assure early inclusion of these policies in plans for development in the planning area and to assure that potential development can be in compliance with this Area Plan. The County shall also keep Doney Park Water up-to-date on County plans and policies.

3. The County shall work with Doney Park Water to analyze existing information on water quality and quantity in order to determine whether long-term supplies are adequate. Additional analysis shall be initiated by the County as needed.

4. New information or changes in DPW plans and policies shall be considered in County review of new developments.

5. The County shall work with DPW to develop and implement specific water conservation policies (for example xeriscaping, low-flow toilets, etc.) and shall provide education and incentives for resident implementation of such policies. Because of the limited resources of DPW, the following water conservation measures shall be supported:

    a. Commercial and industrial development shall be limited to low-volume water users.
    b. Continued use of water-saving plumbing fixtures shall be required for all commercial and industrial development.
    c. The use of drought resistant and/or low water using plants shall be required for landscaping for all development requiring County approval.
    d. The use of drought resistant and/or low water using plant for landscaping for single family dwellings shall be encouraged.
    e. Use of water-saving plumbing fixtures in single family dwellings shall continue to be required.
    f. The County shall continue to work with DPW in a public awareness program to educate property owners within the planning area about the problems peculiar to the area and individual conservation measures that can be practiced. This policy should be directed with special emphasis toward new residents prior to construction.
    g. The reuse of treated wastewater/graywater shall be encouraged wherever possible for both residential and commercial irrigation and for commercial/industrial purposes.
    h. The County shall create policies and fee structures to facilitate the implementation of environmentally friendly water recapture systems.

6. The fair-share cost of any new water line extensions, upgrades, water storage, or new wells, if necessary to serve new development, shall be borne by the developer.

7. The County will work with local fire departments to identify areas with insufficient fire hydrants. The fire departments will advise and assist citizens regarding new hydrant installation.

LAND USE

Land uses in the Doney Park Timberline Fernwood area have been shaped by a number of factors, including land ownership, historical use patterns, availability of water, early planning in the area, and county zoning and subdivision regulations. Future development will depend on regionwide population growth, economic factors such as employment growth, price and availability of land, and future zoning of the area.

Land Ownership

Of the 62 square miles, or 40,000 acres, in the study area, about two-thirds, or 27,600 acres, are in public ownership. There is one section at the southern boundary of the study area, Section 2 which contains Turkey Hills, which is Arizona State Trust Land, and the remaining public land is managed by the Coconino National Forest. The remaining 12,400 acres of private land are not in a contiguous block, but are in several areas. The largest block of private land is the Doney Park/Koch Field area, and the second largest is the Black Bill Park, or Timberline Fernwood area. These two communities are separated by one mile of Forest Service land. Smaller areas of private land are located in Cosnino and in Winona. Each area has several blocks of private land again separated by Forest Service land.

Population

The population of the study area has increased from an estimated 3,550 in 1980 to an estimated 7,979 in 2000. The 1990 Census population was 5,341. This increase of over 50% every 10 years makes the annual growth rate among the highest in the county, much higher than the 2.5% annual increase for the City of Flagstaff.

Land Use Surveys

As part of the development of the 1988 Doney Park Plan, a comprehensive lot by lot land use survey was conducted in 1986. At that time, 10% of the private land, or 1239 acres, consisted of 717 lots of 2 ½ acres or smaller in county-approved subdivisions. About 80% of these lots were occupied by either a single family dwelling (484) or by a manufactured home (93). Outside of the subdivided areas, there were an additional 454 single family dwellings and 316 manufactured homes for a total of 1,347 units. At that

time there were six subdivisions, all of which had been approved between 1967 and 1974—Mountain View Ranchos, Timberline, MacAnn Estates, Cosnino Equestrian Estates, Fernwood, and Sunset Crater Estates. The housing unit count also included 140 manufactured homes in seven mobile home park sites—Big Tree, Camp Townsend, Turkois Nugget, Wheel Inn, Silver Saddle, Cedar Ridge and Bridge/Winona.

A second survey was conducted in 1990 by a Department of Community Development intern. That survey identified 1,285 single family dwellings and 543 manufactured homes for a total of 1,828 units. Based on the number of undeveloped subdivision lots and the available 6,000 acres of vacant unsubdivided land, assuming existing zoning, the conclusion was that there could be an additional 2,402 residential units for a total buildout of the area of 4,230 dwelling units. This was projected to occur in about the year 2015.

Although a comprehensive survey has not been conducted for this area plan, there are now an estimated 3,000 dwelling units in the study area. There are (as of January 2000) 3,380 lots or parcels in the area of which an estimated 90% are developed, and given existing zoning, the remaining vacant land could be divided into an additional 1,456 parcels. There are now 18 subdivisions containing 1,357 lots as shown in Table 1. The sizes of the 3,380 existing parcels is as follows:

Less than one acre	126	3.73%
About one acre	670	19.82%
Two acres	137	4.05%
About 2 ½ acres	1973	58.37%
About five acres	358	10.59%
Over five acres	116	3.43%

The one-acre lots are generally in Cosnino Equestrian Estates, Sunset Crater Estates, Timberline, and Fernwood. The two-acre lots are in Mountain View Ranchos. Of the 1,456 parcels that could be created from the 116 larger parcels, 1,400 would be 2 ½ acre parcels, 34 would be five acre parcels, and 22 would be 10 acre parcels. If all of the remaining vacant large parcels were subdivided in accordance with existing zoning, the distribution of parcels by size would change as follows:

Less than one acre	126	2.66%
About one acre	670	14.14%
Two acres	137	2.89%
About 2 ½ acres	3373	71.21%
About five acres	392	8.28%
Over five acres	39	0.82%

The percentage of lots of one acre or less would decline from 23.6 to 16.8, and the percentage of 2 ½ acre lots would increase from 58.4 to 71.2. This information should be updated on an annual basis and presented to the Planning and Zoning Commission and Board of Supervisors to aid in decision making.

TABLE 1

Doney Park Subdivision Activity, 1967 - 2000

Year	Subdivision	Lots	Acres	Average Lot Size
1967	Mountain View Ranchos I	36	129.8	2
	Mountain View Ranchos II	7	20.6	2
	Mountain View Ranchos III	27	66.8	2
	Timberline I	104	143.7	1
1970	Mountain View Ranchos IV	16	94.9	2
1971	◆Forest Survey Tracts I	57	328.7	5
	◆Forest Survey Tracts II	73	397.0	5
1972	MacAnn Estates	25	80.2	2 ½
	Timberline II	30	38.4	1
	Timberline III	85	108.9	1
	Cosnino Equestrian Estates I	31	39.9	1
1973	Fernwood I	81	87.9	1
	Fernwood II	55	65.6	1
	Sunset Crater Estates	115	135.1	1
	Mountain View Ranchos V	28	79.4	2
1974	Cosnino Equestrian Estates II	77	89.5	1
1990	Koch Field East	10	25.0	2 ½
1991	North Peak	18	50.0	2 ½
	Pioneer Valley	134	140.0	0.7*
1992	North Peak II	12	50.0	2 ½
1993	Frontier Hills	33	82.5	2 ½
1994	Aspen Glen	28	70.0	2 ½
	Pine Mountain Estates	36	100.0	2 ½
1995	Stardust Meadows	9	21.2	2 ½
1996	Sunset Vista Estates	24	60.0	2 ½
	Esplinade Estates	8	21.0	2 ½
1998	Hutchison Acres	95	160	0.89**
1999	Timberline IV	25	26.5	0.92
2000	Wupatki Trails	41	103	2 ½
	Rio Rancho Estates	37	93.9	2 ½
TOTALS		**1357**	**2909.5**	

◆Unrecorded Subdivision

* Range of lot sizes, including eleven 2.25 acre parcels

** Range of lot sizes, including thirty-three 1-acre lots and nine 2.5 acre lots

A look at trends over the last 10 years (Table 2) helps determine when buildout might occur. Each year between 1990 and 1995 the area saw a rapid growth in the number of single family building permits issued, from 45 in 1990 to a peak of 156 in 1995. Between 1990 and 1995 a total of 605 single family permits and 357 mobile home permits were issued. Also during this time eight new subdivisions were approved and constructed consisting of approximately 279 new lots. For mobile or manufactured homes, it is difficult to assess the impact of the number of new homes based on permits alone, as many permits are for replacement homes. Since 1995 the number of new lots created and the number of permits has declined significantly. The average number of new homes annually from 1997 through 2000 was 72, while for the four years preceding 1997, the average was 128. Given the trend of the last four years, if every available acre could be developed, buildout would occur between 2015 and 2020.

TABLE 2

Doney Park Area Residential Activity 1990 - 2000

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	TOTAL
SF Building Permits Issued	45	62	100	120	122	156	115	62	80	69	77	**1008**
New Parcels from Land Divisions	39	44	82	53	96	176	70	56	43	25	48	**732**
New Parcels from Subdivisions	10	152	12	33	64	9	32	0	95	25	78	**510**

Source: Coconino County Community Development Dept.

County Plans and Ordinances

The existing large lot zoning with 2 ½ and 5 acre minimums that exists in most of the area was the result of a recommendation by a Doney Park Citizens Advisory Committee that was formed in 1972 and made a recommendation to the county planning and zoning commission at its meeting of November 28, 1972. The zoning of most of the area from A-General, which at that time had a one-acre minimum, to AR-2 ½ and RE-5 was approved by the Board of Supervisors on January 3, 1973.

On August 18, 1986 the Board of Supervisors appointed a ten-member planning committee to consider growth related concerns and to develop policies designed to assist in future planning and development for the Doney Park area. Issues included mixed land uses, roads, water, parcel sizes, zoning enforcement, and parks. The committee met every two weeks for 18 months, and finalized the plan on March 23, 1988. It was adopted by the Board on July 18, 1988. The 1988 plan called for a continuation of the rural lifestyle, generally preserving the large lot sizes, limited future commercial to a few locations and to neighborhood-type uses, and established other guidelines for future uses. The plan did allow for an increase in residential density through the use of the Planned Residential Development Zone at densities up to one unit per acre. This policy resulted in the approval of Pioneer Valley in 1991, which consisted of 134 lots on 140 acres, and Hutchison Acres in 1998, which will result in 95 units on 160 acres.

While the Zoning Ordinance, originally adopted by the Board in 1964 and substantially rewritten in 1974 and 1981, has had little impact on the overall growth and pattern of development, the Subdivision Ordinance has had a major impact. Also first adopted in 1964, the 1974 update of the Subdivision Ordinance required the paving of all roads within county subdivisions. As stated previously, there were a number of subdivisions approved between 1967 and 1974, and that activity ceased after the new ordinance was adopted. The next subdivision was approved in 1990 (Koch Field East), and since that time, there have been eleven additional subdivisions approved. Because of a very liberal state law allowing almost unregulated parcel splitting without the requirement of installing roads and utilities, most of the development in the area has occurred on parcels created through lot splitting. Table 2 compares the number of lots created in subdivisions and through lot splitting from 1990 to 1999.

Residential Uses

The predominant land use in the study area is residential, and there are a range of different densities and zoning classifications. This results in very different qualities and neighborhood character. Densities range from one unit per 10 acres south of I-40 at Winona to nine units per acre in the legally nonconforming Wheel Inn Mobile Home Park. The majority of the area is zoned AR-2 ½, Agricultural Residential with a 2 ½ acre minimum parcel size, and this is how most of the area is developed. The Forest Survey Tracts and an area north of Copeland and mostly west of Highway 89 are zoned AR-5 and are developed with 5 acre lots. A large portion of the remainder of the study area is also zoned AR-5, but is mostly Forest Service land.

There are a number of residential subdivisions approved prior to 1974 with smaller lot sizes. Mountain View Ranchos is in the AR-2 Zone, Sunset Crater Estates, Fernwood, and Cosnino Equestrian Estates are in the AR Zone, which has a one acre minimum, and Timberline is in the RS-40,000 Zone, which is residential single family with a 40,000 square foot (0.92 acre) minimum parcel size.

The 1988 Doney Park Area Plan allowed for the development of new subdivisions with lot sizes of less than 2 ½ acres through the Planned Residential Development Zone process. There were a number of criteria specified in the plan. These included a requirement that the overall density not exceed one unit per acre and that the minimum lot size not be smaller than one-half acre, that access be directly from an arterial or collector road, that the streets be curvilinear, and that there be open space. There was also a requirement that where the property abutted other property in a 2 ½ or 5 acre zone, the perimeter lots abutting that property be of the same size. Two subdivisions have been approved using that policy in the plan. Pioneer Valley, consisting of 134 lots on 140 acres, was approved in 1991. The minimum lot size is 0.7 acre. Sunset Crater Estates, with one-acre lots, is to the east, and Neptune Drive is to the south. Property on the north and west abutted AR-2 ½ zoning, so the lots on those sides had to be 2 ½ acres. This subdivision is entirely developed. The other subdivision, Hutchison Acres, was approved by the Board in 1998. The subdivision consists of 95 lots on 160 acres with a minimum lot size of 0.83 acre. Timberline, with one-acre lots, is to the north. Highway 89 is to the east. Property to the south is under the same ownership as the subdivision property, and land to the west is in the AR-2 ½ Zone, necessitating lots on that side to be 2 ½ acres.

Since the zoning plan was adopted in 1973, the Zoning Ordinance has been amended to create a Rural Residential Zone, which is in most respects identical to the AR Zone, except that mobile and manufactured housing units are not permitted. There are no areas in the study area that have been zoned to RR.

There are small areas south of I-40 south of Cosnino and south of Winona that are in the General Zone, which has a 10-acre minimum parcel size.

There are six mobile home parks located at Camp Townsend, Highway 89 and Burris, on the north side of Burris, on the west side of Highway 89 at Silver Saddle Road, on the south side of Townsend Winona Road west of Velvet Valley Lane, and on the north side of Townsend Winona Road in Winona. Five of these are legally nonconforming, that is, they either existed prior to the establishment of any zoning, or were established prior to the adoption of the current Zoning Ordinance. The 41-space Silver Saddle Mobile Home Park was approved in 1985 under the current Zoning Ordinance and meets the current standards. The 1988 Doney Park Plan did not allow any additional mobile home parks.

There are no legally established multiple family developments in the study area, and the 1988 plan did not allow any new multiple family projects.

In the property owner survey conducted in 1999, large lot size was the reason most often mentioned for moving to the area. Rezoning to higher density was the most cited threat to the quality of life in the area. A large percentage, 86.7%, favored development with 2 ½ acres or more. Less than one-quarter of survey respondents (22.7%) supported rezoning of undeveloped land to allow higher density residential development. In response to the question, "Are you in favor of the following in the undeveloped parcels in the planning area," 43% answered yes for single family residence on one acre and 53% said no. Mobile home parks were opposed by 86.7% of the respondents, and new multiple family developments were also opposed by over 80%. Maintaining large lot sizes was supported at the open houses also.

At the community open houses there was some support for clustered residential development, especially if the overall density does not change. For example, there may be areas where there is a desire to preserve a portion of a property. An example might be a large parcel with the Rio de Flag running through it. On a hundred-acre parcel in the AR 2 ½ Zone where 40 lots would be permitted, there may be support to allow the 40 units on half the property in order to preserve the other half. This would result in forty 1.25 acre lots. Clustered subdivisions may not be appropriate in some locations in the planning area.

Lot Splits vs. Subdivisions

Much of the Doney Park area has developed through the lot split or minor land division process. Until 1994 Arizona Revised Statutes allowed any property owner to split his or her property into three parcels. In 1994 the Legislature adopted new laws which allowed five-way splits. Through successive splits, a large parcel can be split to the minimum parcel size allowed by zoning in a relatively short period of time. For example, if one owner of a 160-acre parcel splits it into four 40-acre parcels and sells each of those to four new owners, then each of those owners can split their 40's into four 10-acre parcels and sell to 16 new owners, and each of those 16 owners can split to the 2 ½ acre minimum. The end result is 64 parcels created from the original 160-acre parcel. Each owner is responsible for roads, water, septic, and utilities.

Advantages of this type of development are maintenance of the area's rural appearance and character and low density development, and in some cases lower initial cost. Disadvantages include poor roads that are not maintained by the county, inadequate emergency vehicle access, inadequate drainage, traffic impacts associated with uncontrolled use of private easements, and dust from dirt roads. Most of the problems associated with lot split areas are related to roads. Neighbor feuds over use of easements, lack of maintenance, lack of attention to drainage, and increased traffic on easements resulting from additional splits are common problems. In addition there is the issue that individual property owners are responsible for the liability on the easements that are a part of their parcel.

County planning staff has long encouraged the development of subdivisions in lieu of lot split development. In 1992 the Subdivision Ordinance was amended to allow

paving waivers for subdivisions with lot sizes of 2 ½ acres or larger. Koch Field East, Frontier Hills, and Sunset Vista Estates are subdivisions approved using this waiver. While the roads remain privately owned and maintained, they are engineered for road geometry, drainage, all weather surface, etc. The same 1992 amendment also reduced the paving width necessary for roads to be accepted by the county. Previously all subdivisions needed a road with 28 feet of pavement to be accepted for maintenance. The amendment changed this to 26 feet for subdivisions with lot sizes of 1 to 2 acres, and 24 feet for subdivisions with lot sizes of 2 acres or larger. North Peak, Aspen Glen, and Pine Mountain are subdivisions approved with this new standard. Because these 60-foot rights-of-way are dedicated to the county, lot sizes that have been reduced by 10% (2.5 acres to 2.25 acres) have been allowed. This allows a subdivider to realize the same number of lots from the overall parcel as he would through lot splits.

Commercial Uses

There is existing commercial zoning at several locations in the study area, primarily at major intersections. There is a total of approximately 119 acres that are already zoned commercial. About 37 of these are at Camp Townsend on both sides of Highway 89 just north of the Flagstaff city limits. This land is in the CH-10,000 or Heavy Commercial Zone and is developed with a variety of uses including convenience stores with gasoline sales, RV park, RV sales and service, and river running company. The remaining commercially zoned land is in the CG-10,000 or Commercial General Zone. There are approximately 25 acres on the east side of Highway 89 at Burris and 4.5 acres on the west side of 89 near Burris. There are about 14 acres on the east side of 89 at Silver Saddle and one acre on the west side. There is one acre at Campbell and 89 and 15 acres on the southwest corner of 89 and Copeland. There are 2.5 acres on the east side of 89 near Copeland. There are 3.4 acres on the south side of Townsend Winona Road at South Koch Field Road and 6 acres at Lumberjack. There is one acre on the north side of Townsend Winona Road east of Cosnino Road, and 8.2 acres at Winona.

Within the CG and CH zones, there is a list of permitted uses and a list of uses that require a conditional use permit granted by the Planning and Zoning Commission. The latter requires a public hearing. Uses that are permitted may be established through

the building permit process assuming all of the zoning ordinance requirements can be met.

Almost 80% of the respondents to the 1999 property owner survey were opposed to the rezoning of more residential land to commercial. Less than 15% of respondents listed types of commercial development that they desired in the planning area. Of those who did, the uses most frequently mentioned as desired were retail, grocery store, and service industries. Almost three-fourths of respondents supported the adoption of design standards for future commercial, with the strongest support for regulating height, style and lighting of signs, lighting, type of business, and landscaping.

The 1988 Doney Park Area Plan allows for additional commercial zoning at the intersections of arterial and collector roads. I-40, Highway 89 and Townsend Winona Road are arterials, and major collector roads include Leupp Road, Cosnino Road, Koch Field Road, and Silver Saddle Road. There are several other roads that function as minor collectors including Burris, Campbell, Copeland, and Slayton. The plan allowed for up to five acres to be rezoned at each of these intersections. Since adoption of the plan, the only rezoning in the study area that has been approved was one acre at the southwest corner of 89 and Campbell. The 1988 plan had a policy that "greater consideration be given to neighborhood-type commercial businesses rather than those proposing regional commercial uses."

The Flagstaff Area Regional Land Use and Transportation Plan identified six "rural activity centers," within the planning area, which are defined as areas of concentrated activity such as shopping and services. They generally correspond to areas of existing commercial development. They are at the intersections of Highway 89 and Burris, Silver Saddle and Copeland, at the intersection of Townsend Winona Road and Lumberjack/Slayton and at Winona, and at Silver Saddle and Koch Field Roads. The policy in the plan related to rural activity centers (Land Use Policy LU2.2) states that activity centers in the county "shall be characterized by a defined range of uses as appropriate to each individual location and community, and by size limits and design standards so as to maintain a scale appropriate to the community it serves." This is somewhat amplified in Commercial Development Policy C3.1 which states that activity centers "may include small-scale retail, offices, schools, transit stops, parks, or other civic uses and other business and personal services designed to meet the needs of the area." The activity center at the intersection of Koch Field Road and Silver Saddle Road, which is not characterized by commercial development, was viewed as a civic activity center, with the elementary school, fire station, and community park. The details of future development of each activity center, including future uses and design, are left to be determined through the area planning process.

The most likely location for requests for additional commercial zoning is along Highway 89. It is very possible that many property owners with highway frontage believe they have potential commercial property. It would be highly undesirable for all such property to be rezoned, thereby creating a commercial strip. Reasons for this are negative impacts to the rural character of the area, the traffic hazards related to a large

number of uncontrolled access points or driveway cuts from each property, and aesthetic problems caused by a hodgepodge of building types and sizes and sign clutter. Both the 1988 Doney Park Area Plan and the Regional Plan recognize this by strongly encouraging that commercial uses be concentrated at just a few locations at intersections of arterials and collectors. This plan further defines which areas may be considered.

Commercial Uses on Residential Property

There are a number of different categories of commercial businesses operating on residentially zoned land. There are a few legally nonconforming businesses such as Horsemen Lodge, Two Bar Three, and contractor's yards on Koch Field and Slayton Ranch Roads. There are some that are zoning violations. There are certain types of uses that are currently allowed in the AR zones with a conditional use permit granted by the Planning and Zoning Commission. These include agricultural uses such as horse boarding, animal hospitals, riding clubs and feed stores, commercial kennels, private schools, firewood storage and sales yards, the parking of one commercial truck exceeding 26,000 pounds gross vehicle weight, bed and breakfast establishments with no more than two rooms for rent, group homes, and cottage industries. There are three kennels, three bed and breakfasts, two feed stores, three schools, one retreat center, and several cottage industries and semi-truck parking cases that have been approved.

Home occupations, which as defined in the Zoning Ordinance are uses conducted entirely within the home that do not change the residential character of the property and that do not involve any outside employees, are allowed. Day care for up to six children is also allowed. Cottage industries are a more intensive type of home occupation that may involve up to three outside employees, may have some customer traffic, and may be permitted to have a sign. Initial approval by the Planning and Zoning Commission may be only for a period of up to three years with a new public hearing required for renewal. There is an ordinance requirement that cottage industries be on county-maintained roads, but this has been waived on a number of occasions. There were several reasons for the amendment of the Zoning Ordinance in 1991 to allow cottage industries. These included allowing for people to work at home, providing an opportunity for entrepreneurial enterprises, and allowing for mixed residential and commercial uses on some of the arterial highway corridors where strictly residential uses may not be desirable.

Industrial Uses

There are two industrially zoned areas within the planning area. Both are in the M-2-6,000, Heavy Industrial, Zone. One is on Leupp Road, consists of about 60 acres, and is the site of an auto salvage yard, truss manufacturing facility, two recycling facilities, and bulk propane storage. A considerable amount of the property is vacant. The other is on the north side of Townsend Winona Road at Winona and is occupied by a trucking yard and bulk fuel storage tanks. There are also two small parcels near this larger Winona parcel, one of which is occupied by a roofing company and the other by a bulk propane facility.

There has been very little demand for rezoning additional industrial land in the study area. Locations inside the City limits are more desirable because of the availability of services such as water and sewer.

The 1988 Doney Park Plan allowed some limited additional industrial uses if in research park settings and if the proposed uses were low water consuming and environmentally sensitive. The plan did not allow any additional heavy industrial zoning.

Public and Semi-Public Uses

There are a number of other uses that exist in the area, most of which have been approved through the conditional use permit process. These include Cromer School, three fire stations, a number of churches, and the new county park. These are generally viewed as completely compatible with residential development.

Open Space

The preservation of open space and greenways is a high priority in both the Flagstaff Area Open Spaces and Greenways Plan and the Flagstaff Regional Land Use and Transportation Plan. Open space is extremely important to most residents' quality of life. The Open Space Plan serves as the principal guide to the future protection and enhancement of the open spaces within the region, which includes all of the planning area. In the Doney Park Timberline Fernwood area, national forest lands are interwoven among the blocks of private land creating separation between neighborhoods and communities and offering residents a range of recreational opportunities such as walking,

horseback riding, bicycle riding, etc.

The Open Space Plan separated public lands into high priority for retention as open space and low priority for retention. In the study area, most of the forest lands as well as the one state section at Turkey Hills are identified as high priority for retention. There are a number of partial sections of forest land identified as low priority for retention that are located along Townsend Winona Road, on the west side of the private land west of North Peak and MacAnn Estates, and on the east side of the private land in the Fernwood area. The Flagstaff Regional Plan established Rural Growth Boundaries that in every case in the planning area are the same as the private land boundaries. In other words, all of the low priority for retention forest lands are outside the established growth boundaries. This means that if the plan is implemented and enforced, the low priority lands would not be available until the end of the 20-year planning period of the Regional Plan unless the plan is amended.

Design Review

The Zoning Ordinance allows for certain areas of the county to be designated by the Board of Supervisors as Design Review Overlay Zones. The purpose is to protect and enhance the visual quality of new developments or redevelopments in the areas designated. Along with the designation, specific guidelines addressing exterior design, materials, textures, colors, lighting, landscaping and signs are adopted. The ordinance specifies that design review applies to multiple family developments, commercial and industrial establishments, and public or semi-public uses. It does not apply to single family residential. Designation means that any new project other than single family, and any change in an existing nonresidential project, is subject to review and approval by the Planning and Zoning Commission. There are design review overlay zones in Oak Creek Canyon, Tusayan, Kachina Village, and Mountainaire. These were all adopted as a part of the area plan process.

The property owner survey asked two questions related to design review. In response to the first question, 73% of respondents thought that the county should adopt design guidelines for commercial and industrial buildings. In response to a second question about what should be regulated, two-thirds supported additional controls on height, style and lighting of signs and on outdoor illumination, 59% supported controls on types of businesses, and 56.1% supported regulations on landscaping. Controls on building materials and colors were supported by 47.1% and 45.4% respectively. The

committee developed design review guidelines that are a part of this plan in the section that follows. These guidelines have been adopted as part of this plan.

Goals and Policies

Residential Goal

1. The rural character of the area is preserved.

2. Development occurs at existing zoning densities.

3. Housing opportunities exist for individuals and families with a range of incomes.

4. Rural growth boundaries limit development to existing private lands within the planning area.

Residential Policies

1. The existing large lot zoning (AR-2 ½ and AR-5) shall be retained except in rare instances as described in the following policies.

2. Zone changes, especially those that would result in increased density, are strongly discouraged and shall be approved only under the criteria described in this section. Zone changes may be considered if significant and clear benefits to the planning area residents have been identified and supported by planning area residents and will be implemented by final plat approval. Such benefits may include protection and preservation of environmentally sensitive areas, primarily the Rio de Flag, preservation of archeological sites and important geological features such as volcanic cones, provision of public recreational trails that link area and regional trails, provision of recreational parks and facilities, or other valued public amenities identified and supported by the community. The applicant shall demonstrate compliance with the provisions of this policy.

    A. The preferred implementation strategy is to use clustering techniques that maintain the existing number of lots that would be realized under existing zoning. Net lot size must be one acre or greater, and the architectural design and character of the development shall be consistent with the rural environment, as opposed to urban designs and styles. The open space gained by this type of development must be utilized to meet the purposes mentioned above.

    B. Increases to the existing zoning density shall be rare exceptions, and shall be approved if no other means are feasible to achieve the desired benefits described above. Such zone changes must meet all of the following criteria.
        (1) Minimum net lot size must be one acre or greater.

(2) Net density increase shall not exceed 20%.

(3) Lots that are adjacent to residentially zoned land shall be of equal or greater size than the adjacent parcels.

(4) The proposed change is strongly supported by planning area residents.

(5) The change is approved through the planned residential development (PRD) zoning process. In addition to the requirements specified in Section 13.2 (PRD) of the Zoning Ordinance and requirements of this policy, the following shall also apply.

(a) *Access:* Access to PRD developments with gross densities higher than one unit per 2 ½ acres shall be directly from arterials (e.g. Highway 89, Townsend Winona Road) or collectors (e.g. Silver Saddle, Koch Field, Leupp, Cosnino, Campbell, Copeland)

(b) *Open Space:* PRD developments located in treed areas shall have a minimum of 35% open space. In treeless areas, greater open space percentages shall be encouraged. All lots shall have access, either direct or via easement, to open space areas. Areas within the development designated as open space shall remain as such.

(c) *Landscaping:* A landscaping plan shall be submitted in conjunction with each development request. Landscape treatment or guidelines shall apply to all single family lots, common areas, open space and parking areas. Low water use plant species and irrigation techniques shall be encouraged. The reuse of treated wastewater for irrigation purposes shall be promoted.

(d) *Lot size:* The minimum lot size shall be one acre.

(e) *Design:* All subdivisions shall be designed with curvilinear streets. Emphasis shall be placed on creativity. Lot length/width ratios shall not exceed 2:1. Traffic calming street design shall be strongly encouraged.

(f) *Floodplain:* No development shall be allowed in county restricted floodplains. Conservation easements shall be recorded for floodway areas. Pedestrian/equestrian trails a minimum of 20 feet wide shall be required along all floodplains.

(g) *Common Areas:* Common areas, such as equestrian or sports facilities or playgrounds, shall be computed in open space requirements.

(h) *Buffer Zone:* A perimeter buffer zone of lots, equal to or greater in size to the adjacent minimum parcel size as specified by zoning (AR-2 ½, AR-5) shall be provided on all boundaries of a PRD abutting agriculturally or residentially zoned lands. This requirement shall not apply

to those PRD boundaries abutting Forest Service lands or State or County roadways.

(i) *Lighting:* If outdoor lighting is to be provided, it shall be low pressure sodium. Street lighting shall be permitted only at major intersections. An outdoor lighting plan shall be submitted in conjunction with each development proposal. Outdoor lighting shall comply with Zone II astronomical requirements.

Development Concept: All PRD developed with an underlying theme or concept shall be compatible with the rural residential character of Doney Park.

C. Variable lot size within a subdivision is acceptable provided that:

(1) Overall density conforms to the existing zoning density.

(2) Minimum lot size is one acre.

(3) Public benefits described above are realized.

(4) Lots in the new subdivision that abut residential lots on the perimeter of the new subdivision boundary shall be equal to or greater in size.

(5) Any open space set aside shall be preserved as originally approved unless rezoning to other use is approved.

3. Developers of new subdivisions shall be required to fund and provide for any required infrastructure improvements both on and off site and shall not cause any undue financial burden on existing area residents or the county.

4. In new subdivisions, lot depth to lot width ratios of less than 2:1 are encouraged.

5. The development of new multiple family (condominiums, duplexes, apartments, townhouses, or mobile home parks) projects shall not be approved.

6. Halfway houses for ex-felons or rehabilitation of drug abusers shall not be approved. Other group homes may be considered if they maintain the residential character of the area. Public notice to nearby property owners shall be extended well beyond the current Zoning Ordinance requirements.

7. Accessory living quarters may be approved for the purposes of housing family relatives, in particular aging parents and other close relatives of the immediate family. They shall not be approved for use as rental units for the general public.

8. The county shall further enhance its policies and notification procedures in order to improve and provide wider public awareness of impending zone change requests.

9. The county shall amend the zoning ordinance to require all applicants for a zone change to hold a neighborhood meeting prior to the planning and zoning commission hearing.

10. To preserve public lands as open space, the Rural Growth Boundaries established through the Flagstaff Area Regional Land Use and Transportation Plan shall be implemented and enforced in order to define the extent of lands that are suitable for rural development.

11. The county shall continue to lobby the state legislature to add further restrictions and controls on the minor land division process.

Commercial Goals

1. New commercial developments are well designed, environmentally responsible, and shall primarily serve the planning area residents.

2. New commercial projects are located in specifically designated rural activity centers intended to serve and meet the needs of the local community.

3. New commercial development that requires commercial zoning occurs on existing commercially zoned land.

Commercial Policies

1. Other than existing commercial, future commercial development requiring commercial zoning shall be located at the six commercial rural activity centers listed below. These activity centers are intended to serve the local community and to provide opportunities to meet area residents' needs locally.

   Camp Townsend: both sides of Highway 89 between Townsend Winona Road and the Flagstaff City limits

   Burris Lane: Existing commercially zoned properties at Highway 89 and Burris Lane

   Silver Saddle: Existing commercially zoned properties located at the intersection of Highway 89 and Silver Saddle Road

   Timberline: Existing commercially zoned properties along both sides of Highway 89 near Copeland Lane

   Slayton/Lumberjack: Existing commercially zoned properties at the intersection of Townsend Winona Road and Slayton Ranch Road and Lumberjack Boulevard

Winona: Existing commercially owned land on the north side of the interstate at the interchange

2. Rezoning from residential to commercial is strongly discouraged and shall be considered only in rare instances as described in this section. Every effort shall be made to utilize existing commercially zoned land prior to requesting a rezoning to commercial. Rezoning may only be considered if there would be an overriding public benefit to residents of the planning area, and the zone change meets all of the following criteria:

    a. The land is within one of the activity centers identified in this plan.
    b. Adverse impacts on the adjacent neighborhood are minimized.
    c. The zone change is limited to the land area needed for the planned use.
    d. Rezoning is limited to 660 feet of frontage on major arterial roads and 330 feet of frontage on collector roads, which results in a maximum of five acres at each corner of the intersection.
    e. The zone change is not detrimental to the health, safety and welfare of area residents and the surrounding neighborhood.
    f. Input received from planning area residents generally supports the zone change. Input could include any Commission and Board meetings as well as community and neighborhood meetings where the zone change is a topic of discussion.
    g. Compliance with the other policies in this section is demonstrated.

3. Commercial activity centers and commercial developments shall be designed in accordance with the design review guidelines of this plan, and in a manner that is compatible with the rural character of the planning area, with size limits and design standards that maintain a scale and architectural character appropriate to the area.

4. "Spot" zone changes are those that leave "spots" of commercially zoned land surrounded by residentially zoned land, and "strip" commercial zoning is that which results in a strip (>660 feet) of commercially zoned land along a roadway. Because spot and strip commercial development impede efficient traffic movement, create aesthetic problems, and often conflict with existing adjacent residential uses, spot and strip commercial zoning shall not be approved.

5. Adherence to performance standards listed in the Zoning Ordinance and to design review guidelines, as well as the quality of the proposed commercial development shall be used to evaluate requests for commercial zoning or for conditional use permits for commercial projects.

6. Only low water consuming commercial uses not exceeding 25,000 gallons of water per month shall be given consideration.

7. Requests for commercial zoning or development shall be limited to the land area needed for the planned use in order to eliminate speculative rezoning.

8. Environmental impacts shall be carefully considered in reviewing commercial requests. Those plans showing sensitivity to the natural environment including the preservation of views, trees and native vegetation shall be favored.

9. Commercial development shall be limited to those proposing neighborhood commercial businesses, or at least those that would do a majority of their business in the planning area, as opposed to regional commercial uses that would be better located within the city. These neighborhood oriented developments shall be low intensity types of businesses that will have minimal impacts on surrounding neighborhoods with respect to traffic, noise, lighting, and other issues addressed in other policies and the design review overlay guidelines.

10. To minimize adverse impacts to adjacent neighborhoods, "nine to five" businesses are favored. Otherwise, hours of operation shall be limited to 6 a.m. to 9 p.m. No 24-hour businesses shall be allowed. All illuminated signs shall be turned off at the close of business or at 9 p.m., whichever is later.

11. The county shall further enhance its policies and notification procedures in order to improve and provide wider public awareness of impending commercial zone change requests.

12. The county shall amend the zoning ordinance to require all applicants for a commercial zone change to hold a neighborhood meeting prior to the planning and zoning commission hearing, with posting of the property and notification the same as required for county hearings, except that the range of property owner notification is extended to one-half mile. An invitation shall be extended to the appropriate county supervisor to attend the neighborhood meeting.

13. Large retail developments, including "big box" retail, are not permitted in the planning area.

Commercial in Residential Zones Goals

1. Commercial uses in residential zones, including conditional uses, home occupations, cottage industries, and bed and breakfast establishments, are compatible with the residential character of the surrounding area.

Commercial in Residential Zones Policies

1. The county shall continue to allow home occupations and cottage industries with appropriate conditions stipulated to ensure that the neighborhood rural character is preserved, that such uses shall be incidental to residential use and shall not change

the residential character. The standards for home occupations shall be vigorously enforced.

2. Zoning enforcement efforts shall be increased in order to eliminate zoning violations.

3. Cottage industries, group homes, bed and breakfast establishments, and other uses allowed in residential zones with a conditional use permit shall be reviewed with impact on roads, amount of traffic, dust, lighting, noise, water, other infrastructure, and fire protection in mind. Impact on the surrounding neighborhood shall be a strong consideration. Commercial uses that have a high impact, such as feed stores and animal hospitals, shall generally be located along arterial roadways.

Industrial Goal

1. Industrial uses are restricted to existing industrially zoned areas.

Industrial Policies

1. No rezonings to industrial shall be considered.

2. For the existing industrial zones, only low water using industrial facilities not exceeding 25,000 gallons of water per month shall be given consideration.

3. Performance standards for industrial zones shall be strictly adhered to.

4. Environmental impacts shall be carefully considered in reviewing new industrial projects.

5. For industrial uses requiring a conditional use permit, at a minimum the following concerns and impacts shall be considered: roads, traffic, dust, visual impact, infrastructure, fire protection, odor, lighting, and hazardous materials.

Public and Semi-Public Goal

1. Public and semi-public uses are compatible with the surrounding residential neighborhood and comply with design review overlay guidelines.

Public and Semi-Public Policies

1. Proposed public and semi-public uses shall include adequate landscaping, buffering, and other site improvements to mitigate possible impacts on the surrounding neighborhood.

2. The activity center identified in the Flagstaff Regional Plan at Koch Field and Silver Saddle Roads shall be reserved for public and semi-public and institutional uses such as government facilities and schools.

Open Space Goal

1. The public lands in the planning area are preserved as open space to protect natural resources, preserve scenic beauty and provide recreational opportunities.

Open Space Policies

1. The Flagstaff Area Open Spaces and Greenways Plan and the Flagstaff Regional Land Use and Transportation Plan shall be implemented in order to protect public open space. The Regional Growth Boundaries shall be adhered to in order to concentrate growth on the existing private lands.

2. The county is encouraged to rezone national forest lands within the planning area as open space to allow forest multiple uses and to discourage exchange or sale.

3. The county shall actively seek participation in the land and natural resource planning and management processes of state and federal agencies administering public lands within the planning area. Should the county become aware of any public land exchange or sale, it shall provide timely notification to the residents of the area.

Design Review Goal

1. Adopted design review guidelines enhance the visual appearance of the community.

Design Review Policies

1. In conjunction with the adoption of this plan, the design review overlay zone that follows in the next section shall be adopted with guidelines for the development or redevelopment of commercial, industrial, and public and semi-public uses

DESIGN REVIEW GUIDELINES

Purpose

To protect and enhance the visual and aesthetic qualities of the Doney Park Timberline Fernwood Planning Area, consistent with the goals of this plan and with the desires of the community as expressed by the 1999 survey of residents, and other input received throughout the planning process, a Design Review Overlay Zone (DRO) and Design Review Guidelines are established for all new commercial, industrial, and public and semi-public uses. The Design Review Overlay Zone is the geographic area with design requirements, and the DRO guidelines are the specific criteria applied to this area. This DRO requires that all such new developments go through a review and approval process for exterior design, materials, textures, colors, site design, signs, lighting, fencing, and landscaping. This DRO does not apply to single family residential construction although many of the guidelines would be appropriate for consideration by homebuilders.

These Design Review Guidelines are not intended to dictate a single architectural style, but to provide direction for creative design which when incorporated into project designs would reflect and be sensitive to the unique environment of the area. As such, these guidelines are established to preserve and enhance the image of the Doney Park Timberline Fernwood area as an attractive natural environment offering a setting for a casual rural residential lifestyle. The mixture of forested and meadowed areas, cinder cones and striking vistas of the San Francisco Peaks in conjunction with dispersed large residential parcels provide a unique rural residential opportunity unlike that found in an urban setting.

There is no dominant architectural style within the planning area, rather a diverse blend of styles ranging from ranch style, some of sophisticated contemporary designs, to more modest modular homes. Many single family homes have barns and other facilities to accommodate livestock and other animals. Existing commercial architectural styles vary from ranch/western to utilitarian in appearance. In spite of a wide variety of styles, there are some consistencies in the use of common design elements that tend to characterize the area and relate to the natural setting. Coloring and building finishes tend to be muted and natural earth tone colors. The use of native building materials such as local rock and wood and the use of native plants for landscaping are common.

Requiring such design elements for new commercial, public and semi-public development will help to integrate such uses into the natural setting in such a way that they blend with and enhance the existing rural character of the planning area. Accordingly, the following Design Guidelines are established.

Architectural Style

1. Architectural style shall be consistent with the rural/meadowed/forested character of the planning area. Modernistic, urban-oriented or whimsical designs, or

buildings that show a basic lack of design or that appear to be modular and mass-produced with no relationship to the established character of the planning area shall not be approved.

2. The scale and mass of buildings shall be in balance with natural features of the landscape and not dominate the natural setting.

3. Architectural features which serve to reduce the apparent mass of a building may be employed such as telescoping gable ends, variations in roof forms, the use of dormers and clerestories, and setbacks.

4. Existing vegetation and landforms shall be incorporated into the architectural design strategies.

5. Projects comprised of multiple buildings shall employ creative site planning techniques, such as offset or staggered building footprints, to avoid a barracks-like symmetrical appearance.

6. Large scale warehouse type buildings typically associated with big box commercial development and large grocery and retail businesses shall be prohibited.

Materials and Colors

1. Building materials and colors that blend with the natural environment shall be used.

2. Natural materials such as wood logs and native rock are recommended for integrating structures into the forest setting. High quality natural appearing synthetic materials or manufactured materials such as synthetic rock, split-faced block, log siding, concrete tile shingles, and other such materials are acceptable alternatives if it can be demonstrated that the proposed application would result in an appearance consistent with these guidelines.

3. Heavily textured materials or design elements that create shadow patterns and provide visually interesting shadow patterns and textures consistent with rustic design principles are encouraged. Such materials include lap siding, board and batten, rough sawn wood siding, and native rock.

4. Architectural color schemes shall be consistent with the earth tone and forest palette of the natural landscape. Muted natural tones should be emphasized. The use of predominantly glossy, bright or “unnatural” colors that conflict with the surrounding environment shall not be approved.

5. Roofing materials and colors that blend with the natural environment shall be used. Bright and highly reflective roofing material shall not be permitted.

6. Fencing material shall be of a muted natural color that blends in with the natural landscape. The use of bright, reflective fencing shall not be permitted. Where practicable, the use of wood and native stone for fencing materials is encouraged.

7. Utility poles, towers, and storage tanks within the planning area shall have a permanent, nonreflective, muted surface in colors that blend with the dominant elements.

Site Design

1. Development covered by these guidelines shall be designed to fit the natural existing landforms as much as possible without resorting to radical grading, terracing, filling, or other alteration of the existing terrain. Where cuts and fills are required, they shall be landscaped or otherwise treated to blend with adjacent natural terrain to the greatest extent possible. Where retaining walls are used, the materials, texture and color shall blend with the surrounding natural environment. The invasion and spread of noxious weeds into the newly disturbed landscape shall be prevented.

2. Preservation of existing trees and native vegetation is required to the greatest extent possible, and site plans shall indicate all existing trees, shrubs, and vegetated areas that will be retained or removed.

3. Detailed landscape plans shall be required for Planning and Zoning Commission review for all DRO applications. Landscaping shall emphasize xeriscape techniques using indigenous plant species and similar species adapted to the local environment. Exotic plants that could escape to the surrounding area and displace native vegetation shall be prohibited.

4. Landscaping plans shall include a mix of landscape materials such as crushed rock and boulders and a variety of plant types and sizes. Hardscape materials should blend with the natural landscape. All landscape plantings shall be provided with a low-flow irrigation system sufficient to establish and maintain them in a healthy condition.

5. In addition to required street frontage landscaping, all parking lots shall include additional landscaping around the periphery and within the interior of the lot in order to break up the expanse of the lot. This may include landscaped islands within the lot and the clustering of parking spaces.

6. All mechanical equipment, utilities, dumpsters, and service areas shall be screened from view by walls, fences, or landscaping consistent with the requirements of these guidelines. All utilities shall be underground.

7. Adequate visual buffering shall be provided between a development covered by these guidelines and adjacent residentially zoned land. Such buffering may consist of landscaped berms, fencing, trees, or other acceptable mitigating methods.

8. All areas within the site plan that will remain undeveloped shall be maintained in a natural condition or landscaped in a manner that complements the natural environment of the area, and shall result in visually appealing vegetation that softens the effects of the commercial development. If possible, the commercial development shall be visually subordinate to the natural or landscaped condition of the surrounding area.

9. Clearly delineated pedestrian pathways shall be incorporated into the site design where appropriate.

10. Towers and poles used for communication devices or other uses shall not be sited in locations where they would block or detract from the views of the San Francisco Peaks or other key natural features of the area.

Signs

1. All provisions of Section 16 of the Coconino County Zoning Ordinance pertaining to Signs shall be applicable except as modified herein.

2. Signs shall be subject to the same requirements of design, materials and colors as specified elsewhere in the DRO.

3. Signs shall not be attached to or painted on natural objects such as trees or rocks existing on site.

4. Signs that are constructed of natural materials are preferred and may be lighted with fully shielded, downward directed external fixtures. Internally illuminated signs shall be designed with an opaque background and translucent letters and symbols. Signs with highly reflective surfaces or bright metal shall not be permitted. Lighted signs shall not remain lighted after approved business hours or after 10 p.m. for a non-business use. Signs shall not be lit with ground-mounted floodlighting.

5. Muted natural colors shall be emphasized. The use of predominantly glossy, bright, or unnatural colors that conflict with the surrounding environment shall not be approved. Architectural style shall be consistent with the architectural style of the building or portion thereof to which it relates.

6. For new commercial uses, one freestanding sign shall be permitted that is no more than 50 square feet in area and no more than 10 feet in height. If there is more than one business on site, the allowed size is increased to 80 square feet. The

base of freestanding signs shall be located in a maintained planter box or landscaped area or as otherwise designed to blend in with the natural environment.

7. Wall or canopy signs shall be limited to no more than 32 square feet for each sign. The limit on all wall signs shall be 64 square feet. This limit shall apply regardless of the number of businesses in the building.

8. Internally illuminated canopy signs shall include the entire illuminated portion of the canopy in the sign size calculations.

9. Temporary banners and other temporary or portable signage shall not be permitted.

10. Low profile signs are strongly encouraged. Variances for sign height, area or number shall generally not be approved.

Lighting

1. New developments covered by these DRO guidelines shall comply with Astronomical Zone II lighting standards except as modified herein. A detailed lighting plan shall be submitted for Planning and Zoning Commission review and approval to ensure compliance with these guidelines and applicable Coconino County ordinances.

2. All light poles and fixtures shall be compatible with the architectural style of the development consistent with these guidelines.

3. Light poles shall be in scale with the surrounding landscape and size of the development. Light poles shall not exceed 25 feet in height.

4. All light fixtures regardless of lumen output shall be fully shielded and downward directed so that direct illumination is contained on site.

5. All outdoor lighting for uses subject to these guidelines shall not remain lighted after approved business hours unless required for security purposes, in which case such security lighting must be minimal and be approved by the Planning and Zoning Commission.

6. Spanner lights above gasoline pumps are not allowed.

ZONING ENFORCEMENT

Illegal land uses such as commercial or industrial uses in residential zones and outdoor storage of inoperable vehicles or other junk are the most intrusive violations in the planning area. Aside from the obvious safety and health hazards associated with these violations, residents of the area are also very concerned with the impact on property values and with the impact on the enjoyment of their property.

Since adoption of the 1988 plan there has been considerable improvement in cleaning up the planning area, but there are still considerable problems. Until recently one zoning enforcement officer in the Department of Community Development handled all violations of the Zoning Ordinance in the entire county. A second officer was recently added. Violations are investigated on a complaint basis, although the county is now exploring a change to a more proactive approach to enforcement.

The most common complaint, resulting in the largest number of notices issued, is inoperable vehicles and junk storage. The Zoning Ordinance allows up to 200 square feet of outdoor storage for any parcel up to one acre, and for parcels of over one acre allows an additional 100 square feet per acre. This means that on a 2-½ acre parcel, 350 square feet of outdoor storage is allowed. The ordinance requires that it be screened with a fence or landscaping. Outdoor storage is defined as unlicensed or inoperable vehicles, vehicle parts, tires, secondhand building material, pipe, drums, appliances, household furniture, household refuse, unlicensed travel trailers or utility trailers, etc.

The next most common complaint is multiple dwellings on a parcel, including the use of RV's or travel trailers. These complaints are followed by commercial businesses in residential zones, mobile home storage, commercial vehicles and equipment, signs/banners, commercial violations, too many animals, and use of mobile homes or travel trailers, or semi-trailers as storage sheds.

Zoning Enforcement Goals

1. Zoning violations are eliminated in the planning area. Overall community appearance is a top priority.

2. Enforcement activities are increased through a proactive approach.

Zoning Enforcement Policies

1. Enforcement of the Zoning Ordinance shall increase beyond the present policy of responding only to complaints to a process of routine area inspections and enforcement action.

2. Residents should be made more aware of zoning regulations through the news media, county newsletter, county website, fire department newsletters, and any other means available.

3. The Zoning Ordinance should be vigorously enforced and violators fined.

4. Priority for enforcement shall focus on illegal junk yard operations and violations of the outdoor storage regulations.

5. Coconino County should allocate an adequate budget to be used for the removal of junk vehicles. The County should develop an ordinance pertaining to junk vehicles, to the effect that if a zoning violator did not comply with the county regulations pertaining to the storage of inoperable or unlicensed vehicles and did not respond to normal enforcement measures, the county would be able to contract with an area salvage yard to tow the vehicle and file for ADOT abandoned vehicle title. Costs would be assessed back to the property owner. The Board of Supervisors is urged to work with the State Legislature to adopt a more expeditious abandoned vehicle title acquisition process.

6. As part of a proactive approach to zoning enforcement, surveys of all illegal activities, as well as of legal nonconforming uses, should be undertaken in order to monitor progress toward compliance and to implement an aggressive enforcement program. Nonconforming uses should also be closely monitored for any illegal or unauthorized expansions.

7. County departments shall cooperate with each other on the gathering of information on violations and on subsequent enforcement.

8. The county shall consider initiating a formal volunteer program to assist with enforcement activities.

NEIGHBORHOODS AND COMMUNITY

Encompassing over 60 square miles, the planning area consists of a diversity of neighborhoods. There are very distinct differences between the Timberline Fernwood area and Winona, for example. Because of the diversity that exists throughout the area, it is important that the plan contain goals and policies that recognize the distinct characteristics of each neighborhood. It is also very important that input from residents of each area be strongly considered in defining the desires of each neighborhood and in evaluating future development proposals.

Community Facilities

Typical community facilities include a wide range of public and semi-public uses including schools, churches, libraries, medical clinics, fire stations, and parks and recreation facilities. While such facilities are more prevalent in cities and towns than in unincorporated communities, there are a number of such facilities in the Doney Park area. In most rural communities in Coconino County either the fire station or the school function as the principal community gathering places.

Cromer School is the most prominent community facility in the study area and has been since its construction in the late 1980's. Originally built with a capacity for about 600 elementary age children, it was over capacity as soon as it opened. A recent expansion accommodated an increase of about 200 more students. The school is still at capacity, and there are a number of kids who are bussed to other elementary schools within the city.

There are three fire stations in the study area. The two principal stations on Koch Field Road and on Highway 89 in the Timberline area serve as community centers, with almost daily meetings and events serving a range of functions and groups. There is another fire station in the initial planning stages near the intersection of Townsend Winona Road and Cosnino Road.

There are a number of churches within the study area along Highway 89 and along Townsend Winona Road. Among the private schools in the area are Carden of the Peaks and Foresight Learning Center that both have preschool and elementary programs.

Peaks View Park

The county is in the process of developing Peaks View Park in the Koch Field area adjacent to the fire station and Cromer School. Facilities will include ball fields, trails, picnic

ramadas, skateboard facilities, and other amenities. In the Timberline area, the fire district in conjunction with the county added a concrete area with basketball hoops.

The park, Cromer School, and Doney Park fire station are all part of a rural activity center identified in the draft Flagstaff Area Regional Land Use and Transportation Plan. This activity center differs from others identified in the planning area in that all of the others are associated with commercial uses, while the one at Silver Saddle and Koch Field Road is more a government/community activity center without commercial uses. Other similar uses, such as additional school construction or other community facilities such as a library could be located in this activity center.

Neighborhood Preservation Goal:

1. Special characteristics of the existing neighborhoods are preserved.

Neighborhood Preservation Policies:

1. Development proposals shall be considered in the context of existing neighborhood character, and shall only be approved if compatible with and not detrimental to such character.

2. Public input from the neighborhood shall be strongly considered to define existing neighborhood character and the appropriateness of development proposals.

Community Facilities Goal:

1. Community facilities are provided at a level that meets the needs of a broad cross-section of the community.

Community Facilities Policies

1. Public and semi-public uses shall be approved at locations convenient to the population being served provided that such locations are not detrimental to surrounding neighborhoods.

2. The Flagstaff Unified School District shall be encouraged to expand the schools in the Doney Park area to accommodate as many of the area's students as possible.

3. The County Parks Department shall continue to solicit input from residents of the area on ways to meet the area's recreational needs.

4. The County shall work on trail links between neighborhoods, between the planning area and the City of Flagstaff, and between neighborhoods and adjacent public lands, as described more fully in the Transportation Section of the plan.

TRANSPORTATION

The roadway system in the Doney Park/Timberline-Fernwood area has undergone many changes since the *Doney Park Area Plan* was adopted in 1988. Significant population growth and residential activity, the sale of the City of Flagstaff's Koch Field property and numerous public policy changes have all contributed to new concerns and challenges for the existing transportation system in Doney Park Timberline Fernwood. Recognizing these changes, the Board of Supervisors appointed a twelve member resident committee in August of 1996 and charged the committee with the task of re-evaluating the existing transportation system and related policies to produce an update to the Roads section of the existing *Doney Park Area Plan.* The Doney Park Transportation Committee made recommendations with regards to the goals and policies for an efficient, practical and multimodal transportation system for Doney Park Timberline Fernwood.

Several primary issues were addressed by the Doney Park Transportation Committee in creating these recommendations: the establishment of a priority collector roadway system, mechanisms for the improvement of local roads, mass transit possibilities, non-vehicular transportation, existing policies and roadway standards and consideration of land use changes and their effects on the roadway system. The committee met to discuss these issues twice a month over a ten month period with input from county staff. The committee's recommendations were presented to area residents for comments at four advertised public meetings in the Doney Park Timberline Fernwood area. These comments were reviewed by the committee and incorporated into the recommendations. The Doney Park Timberline Fernwood Area Plan Committee reviewed this transportation element during the revision of the Doney Park Area Plan and updates and changes made by the area plan committee are incorporated into this section.

Background on Recent Population Growth

Rapid population growth has significantly altered the transportation needs in the area. The population of the planning area is estimated to have increased from 5,341 in 1990 to 7,979 in 2000. End of year 2000 figures indicate that the planning area is composed of 19 subdivisions consisting of approximately 1357 lots. Including those parcels located outside platted subdivisions, it is estimated that, at the end of 2000, there were almost 2300 single family dwellings and over 1100 mobile homes in the Doney Park Timberline Fernwood area. Current trends over the last four years indicate that an average of 72 new single family homes and 43 mobile homes have been added to the area annually. Projected over a ten year period, this is a significantly greater rate of growth than the 40% growth which occurred from 1980 to 1990. If this rate of growth continues, current zoning classifications remain constant and new mobile home permits are included in the total count, buildout would occur sometime between 2015 and 2020.

Traffic Counts

A growing residential population obviously impacts the usage and maintenance of area roadways. Traffic counts, or Average Daily Traffic (ADT), on almost all county-

maintained roads in the area have increased noticeably over the last 15 years (Table 3). Traffic counts were conducted on U.S. 89 during August of 1997 by the Flagstaff Metropolitan Planning Organization (FMPO). Averaged over a twenty-four hour period, approximately 10,100 vehicles were counted northbound on U.S. 89 north of Townsend-Winona Road and 10,600 vehicles southbound at the same location. North of Lenox Park Road, approximately 3,500 vehicles were counted northbound on U.S. 89 and 4,000 vehicles southbound. Approximately 86% of these vehicles were automobiles.

TABLE 3
Historical Traffic Count Data

Roadway	1986	1987	1992	1993	1995	1996	1997	1999
Leupp Road	---	1,581	1,996	2,451	2,271	---	2,741	3,212
Townsend-Winona	---	3,855	---	4,844	5,080	---	---	7,668
Hutton Ranch	---	---	---	497	399	760	---	---
Cosnino	1,002	---	---	1,364	1,498	2,160	---	2,523
Slayton Ranch	---	578	---	1,031	---	760	892	998
Koch Field	737	1,017	---	2,007	---	2,200	---	2,894
Burris Lane	878	---	---	---	---	---	---	1,662
Silver Saddle	1,963	2,011	---	3,284	3,636	5,040	---	4,346
Flagstaff Landfill	227	---	---	---	---	---	---	---
Campbell Avenue	938	---	---	---	---	1,520	1,324	2,131
Copeland Lane	332	---	---	---	---	600	---	687

Source: Coconino County Public Works Dept.
1997 and 1999 Data: Flagstaff Metropolitan Planning Organization

Existing County Policies and Standards

In addition to growing population trends and increased demands on the area roadways, current transportation, land use and subdivision ordinances enforced by Coconino County have helped shape the existing configuration of the transportation system in Doney Park Timberline Fernwood.

Minimum County Subdivision Standards

With an amendment to the Coconino County Subdivision Ordinance in 1974, paving was approved as the minimum county standard for all subdivision roads. From 1974 until 1990, no new subdivisions were approved in planning area. In April 1990, an updated Comprehensive Plan was adopted to allow paving waivers for subdivision roads which are to be privately owned and maintained. The subdivision ordinance was subsequently amended in 1992 to allow paving waivers for subdivisions with lot sizes of 2 ½ acres and larger in accordance with the Comprehensive Plan policies. Since these amendments were adopted, there have been ten final plats for subdivisions approved by the county in the area. Recent subdivision activity has included two final plats approved in 2000, one final plat approved in 1999 and one preliminary plat approved in 1998 (see Table 1 in the Land Use Section). In developments where paving waivers are requested and approved, all roads are privately owned and maintained. Proof of maintenance arrangements are required by the county for approval of subdivisions with private roads.

Six of the fourteen existing or proposed subdivisions approved in the planning area since 1990 contain privately owned and maintained unpaved roads. Specific minimum design criteria are required for all subdivision roads, whether those roads are publicly or privately owned and maintained. Selected minimum design criteria for subdivision roads are summarized in Table 4 (complete descriptions of road design standards are described in *Coconino County Road Design Standards*).

TABLE 4
Road Design Standards

Type of Street	Min. ROW	Min. Imp. Surface	Max. Grade	Design Speed (mph)	Ped. Path Required?
Narrow Residential Local	50’	24’	10%	20	No
Residential Local	50’	26’	10%	25	No
Minor Collector or Connector	60’	28’	8%	25	Yes
Major Collector or Connector	60’	36’	8%	35	Yes
Minor Arterial	80’	51’	6%	35	Yes
Major Arterial	120’	70’	4%	35	Yes

Source: Coconino County Road Design Standards, adopted August 7, 2000

Utility Placement Requirements for Subdivisions

Coconino County typically requires that all utilities for new developments be installed underground and the final plats contain eight foot public utility easements on both sides of the roadway right-of-way or easement. These standards have been developed according to the current specifications and recommendations of utility providers. This requirement is set out in Article V of the Coconino County Subdivision Ordinance and applies to all subdivisions, regardless of whether the development has county roads or privately owned and maintained roads.

Minimum County Land Division Standards

Minor land divisions have played a significant role in the evolution of the roadway system in the Doney Park Timberline Fernwood area. The county historically has had much less authority to regulate this type of development compared to the creation of lots through the subdivision process. Coconino County, however, has required minimum standards for roadways created through the land division process since 1982 when the current Subdivision Ordinance was adopted. Coconino County was the first county in Arizona to adopt minimum standards for land divisions.

Under current ordinances, any division of land into five or fewer parcels any of which are 10 acres or less must be approved by the county through application for a Land Division Permit. Under a private road standards ordinance adopted as an amendment to the Uniform Building Code (UBC), the county requires that each new parcel created have an all-weather road, capable of carrying a 42,000 pound vehicle. The Zoning Ordinance specifies the minimum easement width and the private road standards specifies the surface width requirements which are based on the size of the lot created. These

requirements are summarized in Table 5. Roadways constructed to meet these minimum standards are privately owned and maintained.

TABLE 5
Land Division Road Standards

Lot Size	Min. Easement Width	Min. All-Weather Rd.
2 ½ acres or smaller	30’	20’
2 1/2 to 10 acres	30’	16’
Over 10 acres	30’	Unimproved 2 lane

Source: Coconino County Community Development Dept.

For the county to take over ownership and maintenance of a road created through the land division process, a paved road meeting the minimum county standards would be required. Adapting an existing road to these standards is extremely difficult because of the lack of adequate right-of-way and high costs involved. Absent county funds, the primary way to bring existing roads up to county standards is through the creation of a road improvement district, which distributes costs to affected residents.

Encroachment Permits

The Coconino County Public Works Department regulates by permit any activity within the Coconino County right-of-way. This includes the installation of driveways, culverts, landscaping or any other improvements or special events located in county right-of-way. These activities are regulated in order to ensure that no damage occurs to the adjacent county roadways and that the provision of snow removal services is not hampered by improvements in the right-of-way. These permits are free of charge.

The county has allowed the use of dust palliatives on unpaved county roadways through the issuance of encroachment permits. In cases where dust palliatives have been desired by residents, the procurement and application of the materials is the responsibility of the residents. The county must approve the material that is used and prepares the roadway for application. Once the material is applied by a contractor hired by the residents, the county limits grading on the roadway to prolong the life of the palliative. Problems associated with this procedure include getting all residents to contribute to the costs, obtaining adequate materials and the high cost of the materials. Dust control districts organized through the revised improvement district statutes could avoid these problems, including obtaining better deals from suppliers based on the permanent nature of districts.

Historical Background on Roadway Development

The roadway system in Doney Park Timberline Fernwood has evolved in response to the historic transition of land uses. The original roads in the area were access roads to ranches, farms and homesteads or were section-line roadways. As the transition from agricultural to smaller-parcel residential uses occurred, a number of longer private

roadways began to appear. Considerable subdivision activity took place in Doney Park Timberline Fernwood in the late 1960's and early 1970's. When the county subdivision ordinance was amended in 1974 to require paved roads for subdivisions, the addition of roadways to the county system practically ceased.

Subdivision activity increased greatly in the area following the amendment of the County Comprehensive Plan in 1990, which allowed paving waivers for roads which are to be privately owned and maintained. Additionally, a large number of minor land divisions have occurred in the area since 1990, creating many new private easements not built to county standards. The county historically has had limited authority to regulate this significant influence on the overall transportation system. As a result, tremendous population growth and the creation of many new private, unpaved and often unmaintained roads has created a fragmented and substandard transportation system for area residents.

Existing Roadway System

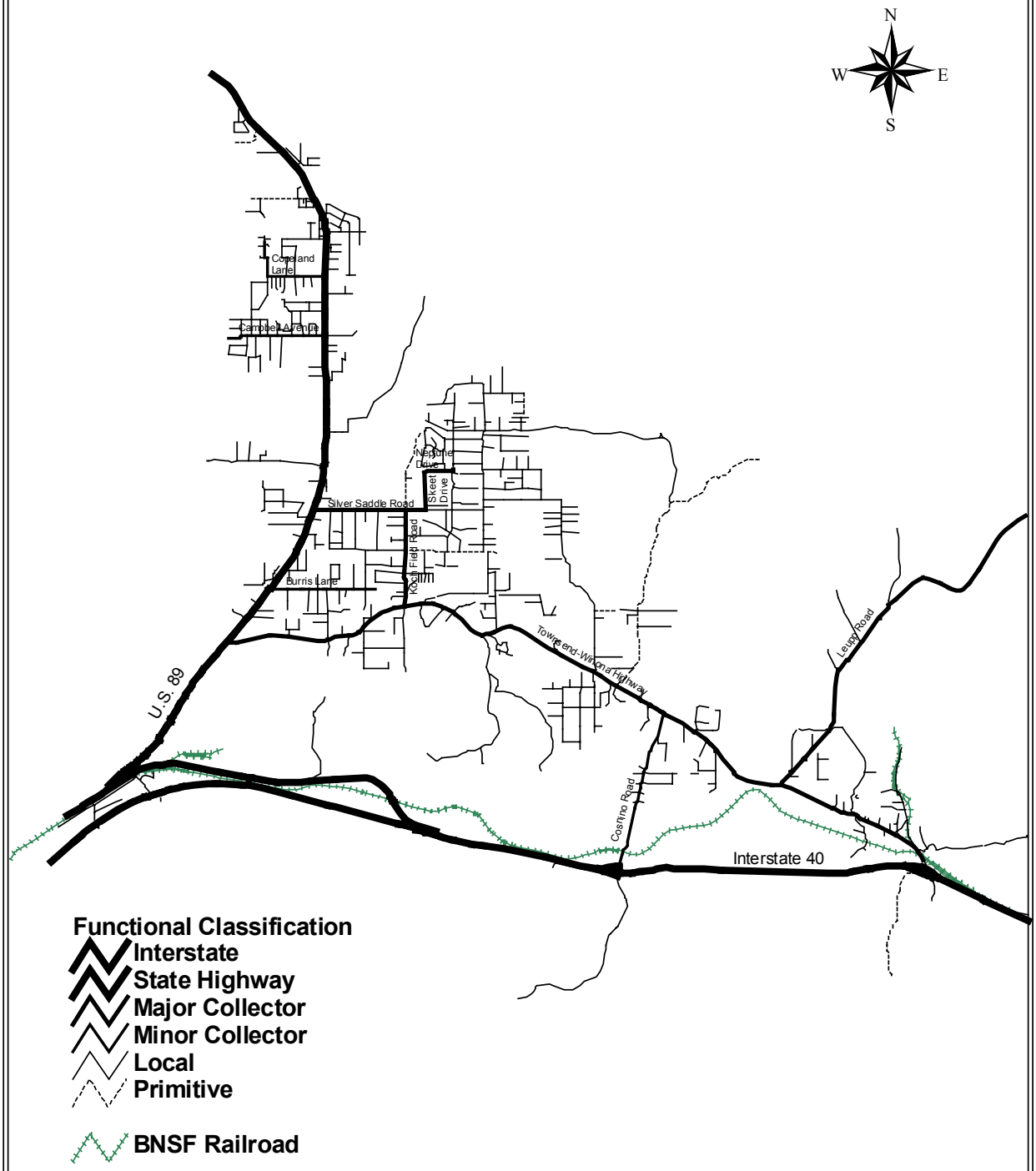
There are currently over 140 miles of roadway in the planning area. Approximately 57 miles are maintained by the county and the remaining 84 miles are privately owned and maintained. Approximately 72% of the roadways in the area are unpaved; most are privately owned. The 57 miles of roadway maintained by the county in the planning area are approximately 4.5% of all 1259 miles of roads in the county system. End of 2000 figures indicate that there are twelve subdivisions with county maintained roads and seven subdivisions with privately owned and maintained roads in the area (one subdivision has preliminary plat approval only and is proposed to have county maintained roads).

The planning area is bisected by U.S. Highway 89, a principal arterial owned and maintained by the Arizona Department of Transportation (ADOT). Highway 89 is included as a route on the National Highway System (NHS), a system of roadways with national and strategic significance approved by the U.S. Congress in the fall of 1995. County roadways in the area currently classified as major collectors include Leupp Road, Townsend-Winona Road, Koch Field Road and Silver Saddle Road. Cosnino Road, Campbell Avenue, Copeland Lane, and Burris Lane are classified as minor collectors (see functional classification map). Roadways classified as primitive by the county which receive limited county maintenance include Carl Road, Doney Park Lane, Hutton Ranch Road, Lenox Park Road and Winona Ranch Road.

Traffic Safety

Speeding and the potential for traffic accidents are obvious concerns for Doney Park Timberline Fernwood area residents. These issues are addressed primarily by the Coconino County Sheriff's Department and the County Public Works Department. The enforcement of speed limits and moving violations on county system roadways is monitored by personnel from the Sheriff's Department. There are three full-time deputies assigned to the area. Most county-maintained roadways in the area have a speed limit of

Doney Park Timberline Fernwood Functional Classification



25 miles per hour. Deputies respond to traffic accidents in the area, as do personnel from the Doney Park Fire District and Timberline-Fernwood Fire District in cases of injury accidents. Traffic conflicts involving vehicles and pedestrians or bicyclists are a concern due to the lack of adequate shoulders or off-roadway trail facilities. This is especially a concern in the area of Cromer Elementary School.

At the request of the Flagstaff Unified School District (FUSD), Coconino County hired a professional engineer in the Spring of 1999 to study and make recommendations concerning the existing traffic conditions at Cromer Elementary School. The consultant analyzed vehicle, pedestrian and bicycle counts and turning movements, areas of vehicle, pedestrian and bicycle conflicts, bus pickup and dropoff patterns and roadway capacities in the area of the school. From this analysis, the consultant made recommendations to the county and FUSD on means to potentially improve the traffic problems that currently exist in the vicinity of the campus. The recommendations were outlined in a document entitled *Cromer Elementary Traffic Study* and the recommendations included, among others: additional "No Parking" signs along Silver Saddle Road in front of the school, additional sidewalks and paths in the vicinity of the school, development of a "School Route Plan" to improve traffic patterns, additional crosswalks at Silver Saddle Road and Koch Field Road and various site design improvements of driveways at the school. No improvements have been made to date in the vicinity of the school.

The Sign and Striping Division of the County Public Works Department installs and maintains traffic control signage on county roadways. Signage in the area includes speed limit signs, stop and yield signs, weight limit and snow removal ordinance signs, school bus stop signs and school zone signs in front of Cromer School. Requests for additional speed limit and other traffic control signs are reviewed by county staff on a case by case basis. Centerline striping is applied on paved roadways where staff analysis indicates a need for it. Currently, Campbell Avenue, Townsend-Winona Road, Cosnino Road, Silver Saddle Road and Koch Field Road are the only county roadways in the area with centerline striping.

Other Existing Transportation Modes

Access to residential properties located in the Doney Park Timberline Fernwood area is provided almost exclusively by private automobile. Public transit, pedestrian and equestrian pathways and trails do not currently play a major transportation role in the area. Relatively low-density zoning with most lots in the area 2 ½ acres or larger contribute to the difficulty of implementing bus service and large-scale trail systems for area residents. However, as the population continues to increase and more vehicles are added to area roadways, alternate modes of transportation may become a more viable alternative.

The study area is traversed by the Burlington Northern-Santa Fe rail line, located south of Townsend-Winona Road and north of Interstate 40. Interstate passenger service is provided by Amtrak and the station is located in downtown Flagstaff. This line is a primary freight movement corridor for the Burlington-Northern / Santa Fe company. There is one at-grade crossing of the tracks on Cosnino Road. On average, over 75 trains a day utilize this rail line.

Public Transportation

The Five Year Transit Plan concluded that regional service to Doney Park Timberline Fernwood will be an important part of the Flagstaff area transit system. This will ultimately include fixed-route services connecting outlying residential areas with core employment areas. Towards this goal, the Five Year plan recommends the establishment of "para-transit" or demand-response service as the first step in meeting public transportation needs. Para-transit is a special needs service targeted to elderly and disabled populations and provides "curb-to-curb" service in wheelchair accessible vans. Para-transit, or special needs service, can be readily expanded to fixed-route service once demand for service is established. Coconino County will monitor the feasibility of establishing fixed-routes throughout the Five Year Period.

The five year plan for public transportation service in Doney Park Timberline Fernwood is as follows:

2000	Establish five day per week special needs service to Doney Park Timberline Fernwod for the elderly and disabled
2001	Extend special needs service from 6:00 a.m. to 9:00 p.m. and add week-end and holiday Service
2002	Assess feasibility of opening special needs service to youth and commuters
2003	Review ridership and consider plans to convert special needs service to fixed-route service
2004	Convert to fixed-route service if feasible.

Pedestrian Pathways and Trails

There are few dedicated pedestrian pathways or trails in the Doney Park Timberline Fernwood area. Those that currently do exist are located in platted subdivisions, including North Peak, Cosnino Equestrian Estates, Pioneer Valley, Sunset Vista Estates and Wupatki Trails. Pedestrian, bicycle and equestrian traffic currently occurs on the area roadways or on the adjacent roadway rights-of-way. Many area residents utilize the adjacent National Forest Service lands for recreational purposes; access trails to these lands have been developed by historical usage, sometimes through private property. The trails on Forest Service land have also generally developed through historical usage and are not maintained by the Forest Service as part of an officially designated trail system. The Arizona Trail, which will run from the southern to the northern border of Arizona, will traverse the planning area, crossing the southwestern portion of the area, across Highway 89 near Townend Winona Road, and connecting to trails on the west side of the area.

Trail Easement

Through federal and state programs, such as the Transportation Enhancements Program, federal funding is available for bicycle and pedestrian projects. Federal transportation legislation signed into law in 1991 created the Enhancements Program, which sets aside 10% of all Surface Transportation Program (STP) funds for projects such as non-motorized transportation facilities and various scenic and historic preservation activities. Approximately three million dollars annually has been made available to local governments in Arizona since 1991 for enhancement projects. This money is awarded based upon a statewide competitive process. Each proposed project must be sponsored by a local governmental agency that must provide a minimum 5.7% cash match for the project. Enhancement funds are awarded through the Arizona Department of Transportation and the Flagstaff Metropolitan Planning Organization. In addition to Enhancement funding, other potential sources of financing, such as Heritage Funds and safety funding, should be pursued for projects supporting alternate modes and improvements to the existing transportation system.

The area plan committee has addressed the importance of trails to the area by the inclusion of recommended policies under Trails and Alternative Transportation Policies in this section. These policies emphasize the creation of trails as a critical component of the transportation system for area residents. The most likely mechanisms available to help achieve these policies, the placement of trail corridors and other associated issues will require further research and attention. Efforts should be coordinated with recommendations in the Open Spaces & Greenways Plan, the Flagstaff 2020 Vision, the Flagstaff Regional Plan, and the Forest Service process for adjacent public lands.

Roadway Maintenance

Rural roadways classified by ADOT as major collectors or arterials are eligible to receive federal funding for new construction and re-construction. All other roadways are maintained by funds received by the County Public Works Department through the Highway User Revenue Fund (HURF), distributed by the State of Arizona to counties through ADOT. These funds are generated through gasoline taxes and vehicle license fees. The U.S. Forest Service has also provided funding to counties for roads and other uses through payments in lieu of taxes (PILT). PILT funds have been reduced substantially in recent years due to the lack of timber sale activity on national forest land, and the majority of PILT funds that are available are being allocated to public schools rather than roads. No property taxes are used for the maintenance of county roads.

The County Public Works Department maintains approximately 57 miles of roadway in the Doney Park Timberline Fernwood area, of which 38.6 miles are paved (see Table 8 at the end of Transportation section). These roads generally receive crack filling every four years and chip sealing every seven years. The unpaved cinder roads are scheduled for grading anywhere from two to twenty-four times per year depending on each road's level of service.

Snow removal in the area is handled by one grader, one loader and four ten-wheel trucks with 24-hour coverage. Collector roadways receive the highest priority and are plowed as necessary to keep them open. Snow removal costs are budgeted for each year

by the Public Works Department and only a very extreme snow season would cause an exceedence of what is already budgeted.

During the three year period of FY 1997- 1999, the Public Works Department spent a yearly average of $364,806 on road maintenance in the Doney Park Timberline Fernwood area, not including snow removal (see Table 6). Snow removal costs for the period FY 1997-1999 for the area were $388,544 with a yearly average of $129,514.

County Improvement Districts

County improvement districts provide a mechanism for county residents to improve the quality of the roads upon which they depend for access to their property. The creation of improvement districts is authorized by Arizona Revised Statute, Title 48, Chapter 6. Districts have historically been created for the purposes of paving, repaving, grading, regrading or otherwise improving the whole or any portion of one or more streets in the proposed district. According to the statutes, roads improved through this process must be constructed to minimum county standards and be located on county rights-of-way. When private roadways are included in a district, all property owners fronting on the roadway must deed the necessary right-of-way to the county. The formation of improvement districts is initiated by the property owners within an owner-defined geographic area. A district can be formed by a petition containing the signatures of more than one-half of the property owners, or owners of more than one-half of the property within the proposed project boundaries. All costs of the improvements are financed by the property owners within the district. Properties in the district are assessed based on an assessment formula developed by the District Engineer hired by the district. This assessment is a lien against the property. Assessments can be paid in cash at the time the assessment is recorded or can be financed as bonds over a 10 to 20 year debt retirement period. Once improved, these roads are eligible to be accepted by the Board of Supervisors as county roads and receive perpetual county maintenance.

Rodeo Drive
Road Maintenance District

Several areas in the county have benefited from the implementation of improvement districts, including Pinewood and Kachina Village and the Fort Valley area. In 1999, the first improvement district in the Doney Park Timberline Fernwood area was formed through the petition process.. The Rio-Arroyo County Improvement District was created by the Board of Supervisors in March 1999 and includes those properties surrounding Rio Rancho Road and Arroyo Trail. The rights-of-way for these two roadways will be dedicated to the county and the roadways will be improved to meet minimum county standards and thereafter be accepted into the county maintenance system. During the summer of 2000, the Board of Supervisors authorized the formation

TABLE 6
Doney Park Timberline Fernwood
Maintenance Expenditures, 1997-1999
Coconino County Public Works Department

	FY 1999		FY 1998		FY 1997	
Location	**Maintenance $**	**Capital $**	**Maintenance $**	**Capital $**	**Maintenance $**	**Capital $**
Burrus Ranch	$5,655		$270		$1,002	
Campbell Ave.	$15,950		$7,139		$7,899	
Copeland Lane	$15,344		$5,848		$439	
Cosnino Road	$11,500		$7,397		$241	
Carl Road	$291		$236		$125	
Doney Park Lane	$4,376		$3,122		$14,273	
Flagstaff Landfill Rd.	$203		$21,927		$2,427	
Hutton Ranch Rd.	$28,693		$18,094		$33,605	
Koch Field	$8,612		$10,230	$358,566	$10,260	
Lenox Park	$376		$3,423		$1,453	
Leupp Road	$174,510		$15,510		$30,764	
Old Walnut Canyon	$2,489		$5,655		$3,829	
Silver Saddle	$13,005	$59,998	$4,521		$8,870	
Slayton Ranch	$73,620		$21,857		$41,184	
Townsend-Winona Hwy.	$10,063		$12,431	$1,099,791	$60,261	$618,492
Cosnino Equestrian Estates	$992	$41,797	$1,653		$7,926	
Fernwood Estates	$2,467		$11,810		$505	
McCann Estates	$10,600		$9,058		$10,551	
Mt. View Ranchos	$13,356	$18,087	$32,728		$27,607	
Sunset Crater Estates	$3,966		$10,890		$10,294	
Timberline Estates	$71,315		$35,746		$33,138	
North Peak	$2,310		$1,768		$2,101	
Pioneer Valley	$12,174		$17,535		$13,804	
Winona Ranch	$7,773		$14,789		$8,584	
TOTAL	$489,640	$119,882	$273,637	$1,458,357	$331,142	$618,492
COUNTY WIDE	$8,772,188	$2,718,033	$8,773,531	$3,029,307	$8,413,328	$2,261,265
Snow Removal						
East Run / Grader	$10,693		$16,583		$21,246	
Leupp Road	$22,777		$21,913		$25,600	
Doney Park Side Roads	$19,915		$24,104		$20,659	
Cromer School	$21,644		$28,353		$17,375	
Townsend-Winona	$40,846		$50,536		$46,300	
TOTAL	$115,875		$141,489		$131,180	
COUNTY WIDE	$712,175		$1,287,658		$1,161,274	
TOTAL BUDGET	$9,763,389	$3,569,000	$9,144,663	$3,860,000	$7,226,756	

Note: Coconino County changed accounting procedures in FY 1997 and this created a discrepancy in the budgeted money and the expended money.
Doney Park Area roads account for approximately 57 miles of roadway or 4.56% of the 1,228 miles maintained by Coconino County.

of two additional improvement districts in the Timberline subdivision. These two districts are the Pinon County Improvement District and the Buckboard Trail County Improvement District and each proposes to pave local roads to county standards.

In most cases, improvement districts provide the only mechanism by which residents living on unpaved, private roads can successfully involve all residents and assemble the required resources to have those roads improved to county standards for acceptance into the county road system. The creation of one large or several smaller improvement districts by area residents represents the most likely mechanism by which the collector street system proposed in this Plan can be realized.

Improvement Districts for the Purpose of Maintenance

In cases where roadway improvements are wanted but improving the roadway to the county standard is not desired or is too expensive, an improvement district for the purpose of maintenance, also known as a road maintenance district, is a mechanism available to county residents to improve roads to a minimum, county-defined condition and receive consistent maintenance. In the 1997 legislative session, the state statutes authorizing county improvement districts (A.R.S., Title 48, Chapter 6) were revised and expanded to allow property owners the opportunity to form improvement districts for maintenance purposes.

The Coconino County Board of Supervisors formally adopted policies on November 13, 1997 for the formation and implementation of improvement districts for the purpose of roadway maintenance. Through this district process, interested property owners have a mechanism for maintaining publicly dedicated roads that do not or cannot meet the minimum county standards for acceptance into the county system.
All roadways included within a district must, at a minimum, be improved to meet the State of Arizona Fire Code access road standards that are adopted by state law (see Table 7 for maintenance district road standards). Roadways within maintenance districts are not county system roads - the roads are maintained through a contract with a private contractor and the district is administered by county staff. Property owners may pay their assessment in cash once the improvements are made or finance the cost of the improvements over a ten year period. Maintenance costs are paid annually as long as the district is in existence.

The Board of Supervisors has committed funding for the provision of engineered estimates for the cost of both constructing improvements through a maintenance district and maintaining those improvements. These estimates are provided to interested property owners free of charge. The only requirement to receive an estimate for the cost of a district is the submittal of a petition (provided by the county) to the Community Development Department with signatures of at least 51% of the property owners within the proposed district. The submittal of this petition requesting an estimate does not obligate the formation of a district. Once the property owners are provided with the estimate, it is the decision of the property owners to either circulate a second petition to form the district or not pursue formation. The second petition requires at least 70% approval from the property owners to proceed. The second petition is presented to the Board of Supervisors for consideration to approve the formation of the district.

TABLE 7

Maintenance District Road Standards

- **Minimum traveled way width: twenty feet (20');**
- the roadway must be improved to an all-weather status capable of carrying 42,000 pound Gross Vehicle Weight (GVW). The verification of the roadway (GVW) must be achieved by standard geotechnical investigations, and then a determined structural section of subgrade and base given as the solution to the GVW support. In many rural situations, this may consist of a built-up or raised roadbed constructed with material bladed from defining the side ditches, with approved (specified and tested) cinders or aggregates on top;
- a minimum vertical clearance of 13'6" is required;
- a maximum grade of ten (10) percent is permitted;
- all roadways must have a curvature radius of one hundred (100) feet or greater;
- all dead-end roadways in excess of 150 feet in length shall provide a turnaround with a minimum radius of twenty-five (25) feet or an alternate turnaround approved by the fire district having jurisdiction;
- drainage improvements to accommodate a twenty-five (25) year flood situation.

The first two roadways in the Doney Park Timberline Fernwood area to form improvement districts for maintenance purposes were Linda Lane and Rodeo Drive located off of Campbell Avenue. These two districts were formed in the Summer of 1999 and construction occurred in the Fall of 1999 to pave these two roadways to a 20 foot cross-section. Since these two districts were implemented, the Board of Supervisors authorized the creation of the Oakwood Pines Improvement District in December 2000 to improve the roads in this neighborhood as well.

Scheduled Area Roadway Improvements

Both the Arizona Department of Transportation (ADOT) and the Coconino County Public Works Department have adopted Five-Year Plans that include approved roadway improvements in the Doney Park Timberline Fernwood area. These Five-Year Plans contain budgeted capital improvements for roadways and the year in which these improvements are scheduled to occur.

ADOT Five-Year Plan

Serious safety concerns currently exist along the entire length of U.S. 89, a predominantly two lane rural highway between the cities of Flagstaff and Page, and the Flagstaff District Office of ADOT has made improving this corridor a priority. In the Fall of 1999, a traffic signal was erected by ADOT at the intersection of Silver Saddle Road and U.S. 89 due to the increased traffic utilizing Silver Saddle Road. This intersection was reconfigured during this project to a four-way intersection, including the access drive to the Silver Saddle Mobile Home Park, in order to improve the safety of the intersection. The segment of U.S. 89 which bisects the Doney Park Timberline Fernwood area is currently five lanes through milepost marker 425.8. A project to widen the existing roadway north of milepost 425.8 to provide a 68 foot wide cross section is being completed by ADOT currently. Highway 89 now consists of four 12 foot travel lanes, a 12 foot median left turn lane and four foot shoulders through the planning area to

approximately Lenox Park Road after which point the highway diverges into a four-lane divided facility.

Coconino County Five-Year Plan

Approximately 90% of the Public Works Department budget is allocated to the maintenance of existing roads. This leaves very little available funding for the construction of new roadways. Recent improvements in the planning area include a complete asphalt overlay of Townsend-Winona Road in 1996 and 1998, including the installation of turn lanes at Lumberjack, Cosnino and Leupp Roads. Additionally, Koch Field Road was widened from 24 feet to 28 feet in the Fall of 1997 from the bridge over the Rio de Flag north to Silver Saddle Road and the bridge was replaced with a box structure capable of handling a 100 year flood. Archeological finds on the southern section from the bridge to Townsend-Winona have made improvements in that area cost prohibitive. Future projects which are included in the Coconino County Public Works Department Capital Improvement Plan include intersection improvements at Slayton Ranch Road and Carl Road and funds for the design of projects on Slayton Ranch Road, Silver Saddle Road and at the Cosnino Interchange.

Since the adoption of the Doney Park Timberline Fernwood Transportation Plan by the Board of Supervisors in December 1997, the county has initiated discussions at the Board level as to how the Collector Street Plan contained in the plan can be financed and ultimately implemented. In the summer of 2000, Coconino County hired an engineering firm to analyze the recommended Collector Street Plan, make recommendations on the viability of the Collector Street Plan and attach cost estimates to the proposal. The results of the analysis by the engineering firm upheld the recommendations contained in the Doney Park Timberline Fernwood Transportation Plan and went a step further by prioritizing the roadway improvements based on an analysis of existing and future traffic in the area. The engineering analysis identified the Stardust Trail / Rio Rancho Road improvement as the first priority of the Collector Street Plan. This was followed by the improvement of Silver Saddle Road from Skeet Drive to Stardust Trail, the improvement of Yancey Lane from Koch Field Road to Stardust Trail, the improvement of Slayton Ranch Road from Townsend-Winona Road and the improvement of Neptune Drive from Stardust Trail to Slayton Ranch Road. The cost estimate for completing all of the collector street improvements recommended in the plan ranged from eight to over ten million dollars, depending upon which recommendations were fully implemented.

The Board of Supervisors began discussions in the fall of 2000 on how the Collector Street Plan could be financed. To supplement this discussion, the county received a $10,000 grant from the Greater Arizona Development Authority (GADA) to hire a consultant to study the feasibility of implementing a transportation development fee in the Doney Park area. The analysis submitted by the consultant revealed that a maximum of approximately $1.3 million dollars could be raised by the county through the implementation of development fees in this area. This is alone well short of the funding necessary to implement the Collector Street Plan. As of early 2001, the Board of Supervisors continues to study the possibility of funding the Collector Street Plan through the use of a combination of funding sources, including development fees, the establishment of an area-wide road improvement district and county contributions.

Community Participation

During the period from August 13 to October 15, 1997 the Transportation Planning Committee solicited comments from area residents through four open houses, one special neighborhood meeting and comment sheets included with each copy of the draft plan that was distributed. Based on the comments that were received, revisions to the Plan were made by the committee and these were included in the final document.

In addition to the open houses held specifically to discuss the Plan, a special neighborhood meeting of residents along Kevin's Way and Tanager was held on September 4 to discuss their opposition to the inclusion of Kevin's Way/Tanager as a priority collector in the Plan. The residents overwhelmingly agreed upon the following course of action as a solution to their concerns:

> Designate a deeded easement between Kevin's Way/Tanager to allow access for emergency vehicles. There would be a locked gate at this point between Kevin's Way and Tanager that would allow for emergency vehicle access as well as a point of egress for the citizens west of this point in case of wildfire and would provide non-motorized public access for pedestrians, bicycles and horseback riders.

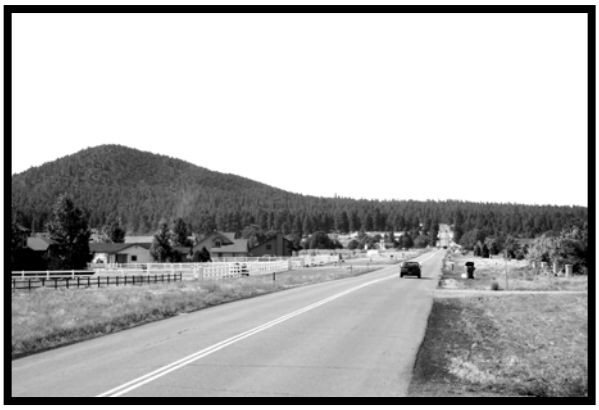
The Planning and Zoning Commission reviewed the draft Plan at a public hearing on October 28, 1997 and unanimously recommended approval to the Board of Supervisors. At a public hearing on December 15, 1997, the Coconino County Board of Supervisors unanimously approved the adoption of the Plan through Resolution Number 97-58 thereby amending the existing Doney Park Area Plan.

Additional comment on transportation issues has been received during the revision of the entire Doney Park Area Plan document. This includes comments received through an area wide survey conducted in the summer of 1999.

Goals and Policies

Roadway Collector System Goal

1. A safe and efficient collector roadway system is provided to facilitate the movement of vehicles and other modes of travel in, out and throughout the Doney Park Timberline Fernwood area.



Roadway Collector System Policies

1. In order to improve the safety of area residents and ensure the efficient movement of traffic in the Doney Park Timberline Fernwood area, priority collectors shall be developed in the following locations (also see map):

A) Stardust Trail to Townsend-Winona (along Rio Rancho) and an extension of Stardust north to approximately Conley;
B) Silver Saddle from Stardust Trail to the existing Silver Saddle and Yancey Lane from Stardust Trail to Koch Field Road;
C) Rain Valley Road from Townsend-Winona south with connection of Rain Valley to Old 66;
D) Stardust Trail to Slayton Ranch Road, possibly along Neptune Drive
E) Westerly connection to Highway 89 from the north end of Lunar Drive through to the Landfill Road at the request of the fire districts;
F) Brandis Way from U.S. 89 to End; and
G) Slayton Ranch Road north from Townsend Winona Road to a future east-west connector to Stardust (see D above).

These collector roadways should serve as the foundation for an efficient transportation system for the Doney Park Timberline Fernwood area and should receive priority attention from the county and residents. Improvements to these facilities should be achieved by whatever means are available to the county and area residents, particularly by the implementation of improvement districts.

2. The County Public Works Department and Arizona Department of Transportation (ADOT) should make the necessary improvements to correct the following extremely unsafe conditions:
   A. widen Silver Saddle Road from Skeet Drive to U.S. 89; and
   B. reduce the vertical curve on Silver Saddle Road.

3. The county is strongly urged to share costs of comprehensive improvement for implementation of the priority collector system.

Improvement/Maintenance District Goal

1. The formation of county improvement districts and maintenance districts is encouraged and supported to improve the quality of roadways in the area.

Improvement/Maintenance District Policies

1. The Board of Supervisors is strongly encouraged to move forward with the coordination and provision of staff support for the implementation of improvement and maintenance districts for area residents. Either one large district or several smaller districts should be considered as the primary mechanism to construct the priority collector system described in Policy #1 under Roadway Collector System Policies.

2. The Board of Supervisors is urged to continue financial support to residents for implementing districts.

3. The county shall continue to provide up to date information on formation of improvement and maintenance districts to residents.

4. Future road improvement districts shall consider pedestrian safety measures in the planning and design of road improvements.

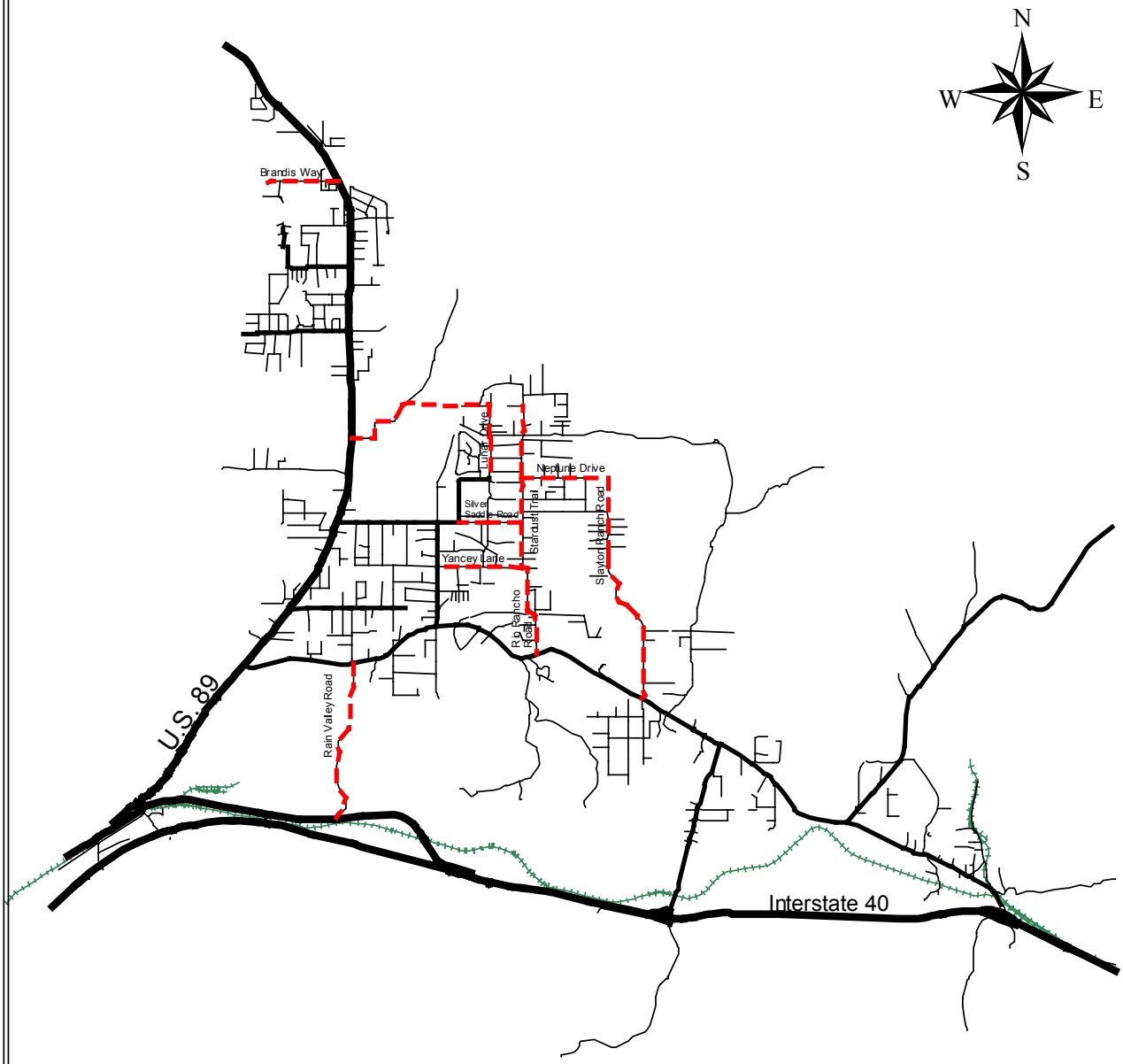
Roadway/Trail Standards Goal

1. Roadway and trail design standards are implemented that provide adequate safety for vehicles and accommodate other modes while maintaining the rural character of the area.

Roadway/Trail Standards Policies

1. The county will maintain established minimum collector street standards which include provisions for trail standards. Waivers to these standards should be considered by the Board when existing conditions warrant. Recommendations on minimum standards for the priority collectors include a 60 foot right-of-way, 32 foot paved roadway, two 6 foot shoulders and an 8 foot public utility easement.

Doney Park Timberline Fernwood Collector Street Plan



Recommended Priority Collector

Existing Paved Collector

2. The county is urged to evaluate and revise road standards to consider lesser standards for local roads that experience low traffic volumes, are short stub roads and are dead-ends. Minimum emergency service access requirements must be met.

3. The county shall establish and maintain one functional classification system for the study area. Functionally classified roads shall conform to established county standards and shall be maintained to that standard.

4. The county shall develop trail standards to apply to policies in this plan.

Land Use/Transportation Goal

1. Land use planning which accommodates and promotes an effective circulation system for all modes of travel is encouraged.

Land Use/Transportation Policies

1. Land splits which result in parcels of 20 acres or less should be required to follow the county subdivision ordinance for minimum road standards. Parcels of more than 20 acres should be required to follow the current road standards for land divisions and have a 60 foot right-of-way.

5. Future land uses should be coordinated with existing and proposed roadways.

3. Where necessary, the county should consider as a last resort the condemnation of property on a case-by-case basis as a viable means to acquire land for the public good in order to implement the recommendations in this plan.

4. Streets should be designed and dedicated for appropriate continuation of existing streets into potentially developable areas.

5. The county should provide an incentive of up to a 10% reduction in lot size from the minimum zoning to encourage paving of roads in developed areas.

Safety/Aesthetics Goal

1. A circulation system is provided that is safe for all modes of travel.

Safety/Aesthetics Policies

1. The Flagstaff Unified School District and Coconino County should work cooperatively to address the problems of school bus turnouts, student waiting areas and loading and unloading zones along area roadways.

2. Cooperation should be promoted between ADOT, other agencies and communities to seek opportunities for safe crossings, scenic buffers, transit bus turnouts, recreation parking/staging and trail access along arterial and collector roadways.

3. New developments shall be required to implement traffic calming designs (i.e. curvilinear streets, short streets, stop signs, etc.) to minimize traffic speeds in residential areas. Wherever possible, modify existing conditions to slow traffic in problem areas.

4. The county shall work with ADOT to post "No Parking" signs for an adequate distance along both sides of Highway 89 and Campbell Avenue to discourage parking and stopping in the vicinity of the intersection of these two roadways. The county shall work with ADOT to identify other areas where this activity occurs and address this safety concern through appropriate measures.

5. Streetlights in the planning area shall be kept to the absolute minimum and the county shall work with ADOT to ensure no continuous streetlights along arterial roads (i.e. U.S. 89 and Townsend-Winona Road).

6. The county is urged to implement recommendations in the *Cromer Elementary Traffic Study* (June 21, 1999) to improve safety at or near the school. Recommendations include provision of sidewalks or walking paths on the south side of Silver Saddle Road from Koch Field Road to Skeet Drive, and to provide crosswalks and stop bars at the Silver Saddle Road and Koch Field Road intersection. The county is encouraged to continue to study the traffic safety problems in the area of Cromer Elementary and take appropriate measures to alleviate these problems, including the possible rerouting of traffic away from the school.

Trails and Alternative Transportation Goal

1. A non-motorized trails system is created to provide access within neighborhoods, between neighborhoods and to schools, public lands and other trails systems.

Trails and Alternative Transportation Policies

1. Because maintaining public access to public lands and open spaces is important for the community, the County, Forest Service, and community residents should work together to designate and maintain access points. For new developments, the County shall require developers of private lands adjacent to Forest Service lands to provide signed and delineated access points for non-motorized modes to public lands, adjacent neighborhoods and existing or proposed trail systems (Forest Service, Open Spaces and Greenways, Flagstaff Urban Trail System,

others). Access point trails in new developments should be constructed to future county trail standards.

2. In existing situations or lot splits where access points are desired, utilize appropriate and fair incentives to encourage developers or property owners to provide such easements when their proposed development or existing property blocks such access. On a case-by-case basis, consider administrative adjustments to lot sizes, fee adjustments, tax breaks or some other means that can be used as recompense for creating easements.

3. Where feasible, in new developments with paved roads and on unpaved county roads where paving is added, roadside trails or designated paths shall be provided to provide residents access to collector trails or public land access points.

4. Local neighborhood committees should be established to work with the Forest Service in identifying and establishing a network of non-motorized trails in adjacent forest areas.

5. A program wherein local neighborhoods "adopt-a-trail" for the purpose of upkeep and maintenance of trails within the neighborhood or adjacent forest areas should be encouraged

6. The county and ADOT are strongly encouraged to provide means for safe crossings of Highway 89 by pedestrians, equestrians and bicyclists. Priority should be given to Highway 89 intersections at Burris Lane, Silver Saddle Road, Campbell Avenue and Copeland Lane.

7. The county shall work with local utility companies to provide trail corridors in desirable areas through franchise agreements.

8. Where easements can be obtained, establish the following non-motorized Pedestrian/Bicycle/Equestrian trails in the Planning Area (also see map):

   A). Trails along existing and proposed collector streets (indicated as a high priority in the public open houses);

   B). A trail along the Rio de Flag and links to the city FUTS trails as depicted in the Open Spaces & Greenways Plan;

   C). Non-motorized Pedestrian/Bicycle/Equestrian trails along arterial roads (Highway 89 and Townsend Winona Road);

   D). Non-motorized loop trails in the Old Caves Crater area and the cinder hill between Slayton Ranch Road and Stardust. Identify and implement additional loop trails in appropriate areas;

E). Trail linkages between Timberline-Fernwood and the Koch Field area from the east side of Highway 89 (providing access to the Peaks View Park);

F). Trail linkages between the north and east sides of Doney Park to proposed Townsend-Winona Road corridor in the Open Spaces & Greenways Plan;

G). Continuation of the proposed trail corridor in the Open Spaces & Greenways Plan that dead ends in Winona to loop back to an existing or proposed trail;

H). A trail over Crisp Hill from east to west; and

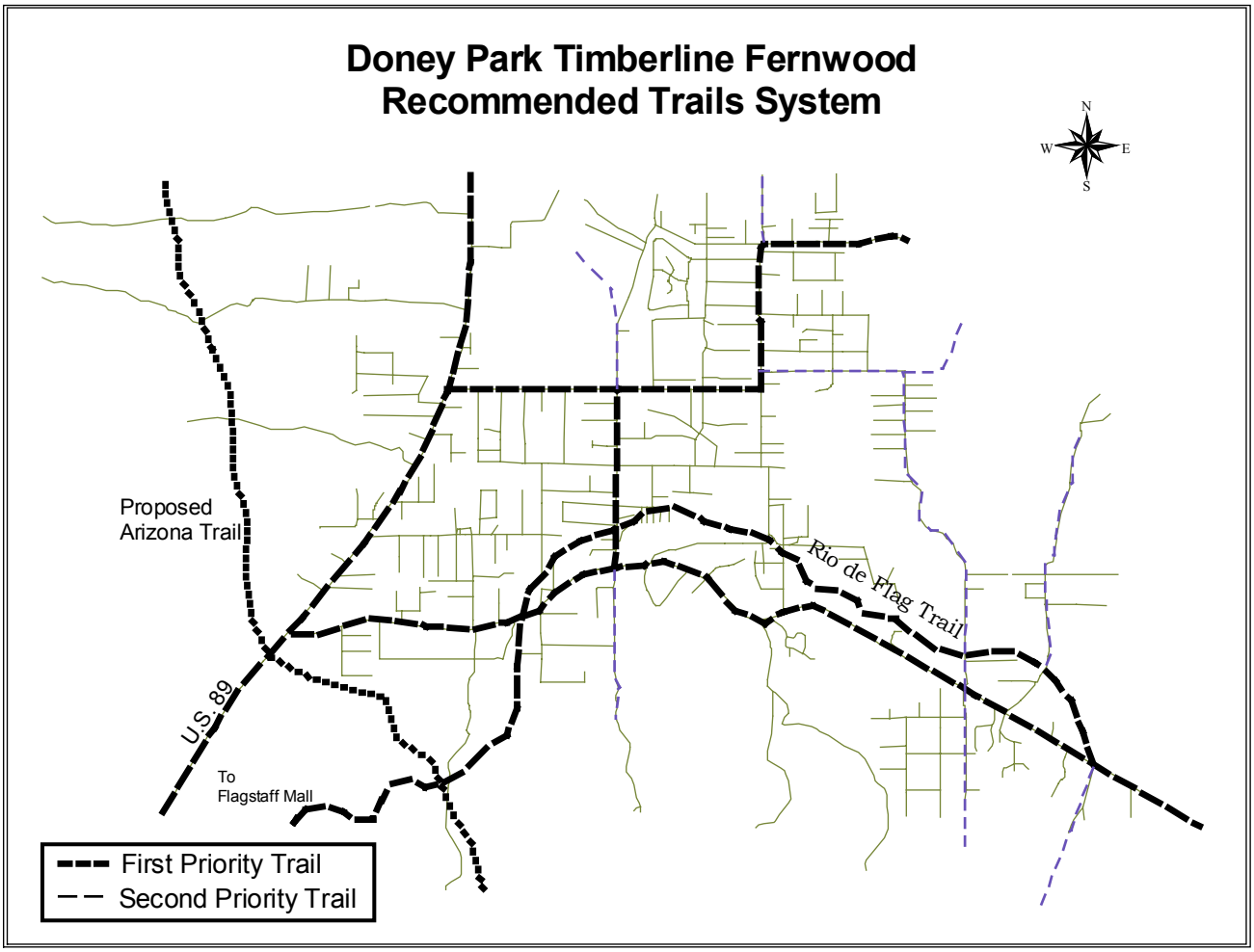
I). A connection from Eagle and Atkinson to the north end of Copeland/Tanager.

9. Non-motorized trails that parallel Highway 89, collector roadways and other paved roads should be separated from the roadway where feasible, rather than included as designated lanes on the pavement.

10. To implement the trail policies in this plan, the Board of Supervisors is urged to allocate state or other funds for this purpose, and to pursue alternative funding.

11. The county is urged to implement the five year plan for public transportation service for the Doney Park Timberline Fernwood Area.

12. The county should look into the feasibility of developing a cooperative agreement with the Flagstaff Unified School District #1 for providing public transportation into the City of Flagstaff with the empty busses that leave and return to Cromer School each day.


Doney Park Timberline Fernwood
Recommended Trails System
N
W
E
S
Proposed
Arizona Trail
Rio de Flag Trail
U.S. 89
To
Flagstaff Mall
First Priority Trail
Second Priority Trail

Doney Park Timberline Fernwood
Coconino County Maintained Roadways

Roadway	Dir.	Limits	N-S, W-E	Func. Class & Lanes	Existing ROW Width	Paved	Unpaved	TOTAL	Ownership	Address Range		Subdivision	Fire District
1	2	3		4	5	6	7	8	9	10		11	12
Alice Drive	N	Crestview St.	Campbell Ave.	LCL 2	60	---	0.21	0.21	CO	11250	11450	Timberline Estates	Timberline-Fernwood
Bayhorse Circle	E	CDS	Cosnino Rd.	LCL 2	50	0.05	---	0.05	CO	9900	9950	Cosnino Equestrian Estates	Doney Park
Bean Boulevard	N	DE	Sunshine Ave.	LCL 2	60	---	0.06	0.06	CO	6800	6900	Mounain View Ranchos	Doney Park
Blackhorse Circle	E	CDS	Cosnino Rd.	LCL 2	60	0.05	---	0.05	CO	9950	10050	Cosnino Equestrian Estates	Doney Park
Brandis Way	E	DE	U.S. 89	PRIM 2	30/60	---	0.83	0.83	PRIM	5000	5850	---	Timberline-Fernwood
Buckboard Trail	E	Homestead Ln.	Sunflower Ln.	LCL 2	60	---	0.50	0.50	CO	5500	6000	Timberline Estates	Timberline-Fernwood
Buckskin Court	E	Cosnino Rd.	CDS	LCL 2	50	0.09	---	0.09	CO	10000	10100	Cosnino Equistrian Estates	Doney Park
Burris Lane	E	U.S. 89	Pine Country Ln.	LCL 2	60	1.23	---	1.23	CO	5300	6500	---	Doney Park
Caballo Way	N	Elden Hills Rd.	CDS	LCL 2	60	0.20	---	0.20	CO	8100	8500	North Peak	Doney Park
Campbell Avenue	E	DE	U.S. 89	LCL 2	80/100	1.24	---	1.24	CO	4750	6000	Timberline Estates	Timberline-Fernwood
Carefree Avenue	E	DE	Pinon	LCL 2	60	---	0.18	0.18	CO	8800	9000	Mountain View Ranchos	Doney Park
Carefree Avenue	E	Pinon	Columbine	LCL 2	60	---	0.23	0.23	CO	9000	9200	Mountain View Ranchos	Doney Park
Carl Road	E	Slayton Ranch Rd.	DE	PRIM 2	50	---	0.31	0.31	PRIM	9450	9750	---	Doney Park
Chestnut Road	E	DE	Cosnino Rd.	LCL 2	60	0.13	---	0.13	CO	9950	10050	Cosnino Equestrian Estates	Doney Park
Columbine Boulevard	N	DE	DE	LCL 2	80	---	1.07	1.07	CO	6000	7000	Mountain View Ranchos	Doney Park
Copeland Lane, E.	E	N. Copeland	U.S. 89	LCL 2	60	0.72	---	0.72	CO	5300	6000	---	Timberline-Fernwood
Copeland Lane, N.	N	DE	E. Copeland	LCL 2	30	0.74	---	0.74	CO	12000	12750	---	Timberline-Fernwood
Cosnino Road	N	Townsend-Winona	OB	MNC 2	80/100	2.05	---	2.05	CO	3700	6400	---	Doney Park
Crestview Street (E. & N.)	E, N	CDS	Campbell Ave.	LCL 2	60	---	0.67	0.67	CO	4800 11250	5300 11450	Timberline Estates	Timberline-Fernwood
Crisp Hill Circle	N	CDS	Crisp Hill Rd.	LCL 2	60	---	0.11	0.11	CO	11300	11550	Timberline Estates	Timberline-Fernwood
Crisp Hill Rd.	E	Campbell Ave.	Homestead Ln.	LCL 2	60	---	0.28	0.28	CO	5350	5550	Timberline Estates	Timberline-Fernwood
Deer Drive	E	CDS	Sunset Blvd.	LCL 2	60	0.20	---	0.20	CO	6000	6250	Fernwood Estates	Timberline-Fernwood
Diamond Boulevard	N	CDS	Sunshine Ave.	LCL 2	60	---	0.10	0.10	CO	6800	7000	Mountain View Ranchos	Doney Park
Doney Park Lane	N	Landfill Rd.	Silver Saddle Rd.	PRIM 2	N/A	---	1.26	1.26	PRIM	9000	10400	---	Doney Park
El Oro Drive	E	Siesta Ln.	Pinon St.	LCL 2	60	---	0.19	0.19	CO	4750	5000	Timberline Estates	Timberline-Fernwood
Elden Hills Road	E	Reata Rd.	U.S. 89	LCL 2	60	0.15	---	0.15	CO	5200	5300	North Peak	Doney Park
Fern Boulevard	N	Leisure Ln.	Deer Dr.	LCL 2	60	0.22	---	0.22	CO	---	---	Fernwood Estates	Timberline-Fernwood
Flagstaff Landfill Road	E	U.S. 89	DE	LCL 2	50	2.24	---	2.24	CO	6000	6500	---	Timberline-Fernwood
Forest Drive	E	DE	Silver Saddle Dr.	LCL 2	60	---	0.48	0.48	CO	5200	5700	MacAnn Estates	Doney Park
Gemini Drive	E	Lunar Dr.	Stardust Trl.	LCL 2	60	0.36	---	0.36	CO	7650	8000	Sunset Crater Estates	Doney Park

Roadway	Dir.	Limits	N-S, W-E	Existing Func. Class & Lanes	ROW Width	Paved	Unpaved	TOTAL	Ownership	Address Range		Subdivision	Fire District
1	2	3		4	5	6	7	8	9	10		11	12
Glodia Drive	N	Crestview St.	Campbell Ave.	LCL 2	60	---	0.21	0.21	CO	11250	11500	Timberline Estates	Timberline-Fernwood
Heritage Drive	N	Moonbeam Dr.	Patriot Dr.	LCL 2	60	0.49	---	0.49	CO	9500	10050	Pioneer Valley	Doney Park
Homestead Lane	N	CDS	Campbell Ave.	LCL 2	60	---	0.54	0.54	CO	11250	11750	Timberline Estates	Timberline-Fernwood
Hutton Ranch Road	N	F.S. 498	Townsend-Winona	PRIM 2	N/A	---	2.22	2.22	PRIM	7000	8000	---	Doney Park
Koch Field Road	N	Silver Saddle Rd.	Townsend-Winona	MAC 2	60	2.36	---	2.36	CO	7000	9000	---	Doney Park
Legacy Lane	N	CDS	Tradition Rd.	LCL 2	60	0.15	---	0.15	CO	9800	10000	Pioneer Valley	Doney Park
Legacy Lane	N	Tradition Rd.	CDS	LCL 2	60	0.17	---	0.17	CO	9600	9800	Pioneer Valley	Doney Park
Leisure Lane	E	Homestead Ln.	Valley View Dr.	LCL 2	60	---	0.12	0.12	CO	---	---	Timberline Estates	Timberline-Fernwood
Leisure Lane	N	Buckboard Trl.	Timberline Trl.	LCL 2	60	---	0.12	0.12	CO	---	---	Timberline Estates	Timberline-Fernwood
Leisure Lane, E.	E	Wupatki Ln.	Sunset Blvd.	LCL 2	60	0.64	---	0.64	CO	6000	6500	Fernwood Estates	Timberline-Fernwood
Leisure Lane, N.	N	Sunset Blvd.	CDS	LCL 2	60	0.15	---	0.15	CO	12400	12600	Fernwood Estates	Timberline-Fernwood
Lenox Park, E.	E	DE	N. Lenox Park	PRIM 2	N/A	---	0.38	0.38	PRIM	4800	5100	---	Timberline-Fernwood
Lenox Park, N.	N	U.S. 89	E. Lenox Park	PRIM 2	N/A	---	0.20	0.20	PRIM	13800	13900	---	Timberline-Fernwood
Leupp Road	N	Townsend-Winona	OB	MAC 2	100	5.00	---	5.00	CO	5600	7500	---	Doney Park
Lumberjack Boulevard	N	Townsend-Winona	DE	LCL 2	60	0.40	0.23	0.63	CO	6400	7000	Mountain View Ranchos	Doney Park
Lunar Drive	N	Moonbeam Dr.	Neptune Dr.	LCL 2	60	0.50	---	0.50	CO	9500	10000	Sunset Crater Estates	Doney Park
Moonbeam Avenue	E	Pinon Blvd.	Columbine Blvd.	LCL 2	60	---	0.24	0.24	CO	9000	9200	Mountain View Ranchos	Doney Park
Moonbeam Drive	E	Heritage Dr.	Lunar Dr.	LCL 2	60	0.39	---	0.39	CO	7200	7625	Pioneer Valley	Doney Park
Moonbeam Drive	E	Lunar Dr.	Stardust Trl.	LCL 2	60	0.36	---	0.36	CO	7650	8000	Sunset Crater Estates	Doney Park
Offenhauser Drive	N	Snowbowl Dr.	Forest Dr.	LCL 2	60	---	0.15	0.15	CO	9300	9500	MacAnn Estates	Doney Park
Paintbrush Lane	E	Siesta Ln.	Pinon St.	LCL 2	60	---	0.23	0.23	CO	4700	5000	Timberline Estates	Timberline-Fernwood
Palomino Road	E	Cosnino Rd.	DE	LCL 2	60	0.42	---	0.42	CO	10050	10500	Cosnino Equestrian Estates	Doney Park
Patriot Drive	E	Heritage Dr.	Pioneer Valley Rd.	LCL 2	60	0.26	---	0.26	CO	7200	7500	Pioneer Valley	Doney Park
Peaks Parkway, E.	E	Wupatki Ln.	Sunset Blvd.	LCL 2	60	0.45	---	0.45	CO	6000	6400	Fernwood Estates	Timberline-Fernwood
Peaks Parkway, N.	N	Sunset Blvd.	Ponderosa Ln.	LCL 2	60	0.55	---	0.55	CO	12000	12600	Fernwood Estates	Timberline-Fernwood
Pinon Boulevard	N	Sunshine Ave.	Moonbeam Ave.	LCL 2	60	---	0.79	0.79	CO	6100	6800	Mountain View Ranchos	Doney Park
Pinon Street	N	Campbell Ave.	Paintbrush Ln.	LCL 2	60	---	0.26	0.26	CO	11000	11250	Timberline Estates	Timberline-Fernwood
Pinto Drive, E.	E	Cosnino Rd.	CDS	LCL 2	50	0.06	---	0.06	CO	10000	10100	Cosnino Equestrian Estates	Doney Park
Pinto Drive, W.	E	CDS	Cosnino Rd.	LCL 2	50	0.08	---	0.08	CO	9900	10000	Cosnino Equestrian Estates	Doney Park
Pioneer Valley Road	N	Moonbeam Dr.	Silver Saddle Dr.	LCL 2	60	0.42	---	0.42	CO	9500	9950	Pioneer Valley	Doney Park
Ponderosa Drive	N	Snowbowl Dr.	DE	LCL 2	60	---	0.22	0.22	CO	9100	9400	MacAnn Estates	Doney Park
Ponderosa Lane	E	DE	DE	LCL 2	60	0.06	---	0.06	CO	---	---	Fernwood Estates	Timberline-Fernwood
Princess Avenue	E	DE	Lumberjack Blvd.	LCL 2	60	---	0.65	0.65	CO	8750	9450	Mountain View Ranchos	Doney Park
Reata Road	N	CDS	Elden Hills Rd.	LCL 2	60	0.30	---	0.30	CO	4800	5200	North Peak	Doney Park
Reata Road	N	CDS	Elden Hills Rd.	LCL 2	60	0.21	---	0.21	CO	8100	8400	North Peak	Doney Park
Roan Road	E	Cosnino Rd.	White Horse Dr.	LCL 2	60	---	0.39	0.39	CO	10000	10500	Cosnino Equistrian Estates	Doney Park
Saddle Avenue	E	CDS	Alice Dr.	LCL 2	60	---	0.14	0.14	CO	4800	5000	Timberline Estates	Timberline-Fernwood
Saturn Drive	E	Lunar Dr.	Stardust Trail	LCL 2	60	0.36	---	0.36	CO	7650	8000	Sunset Crater Estates	Doney Park
Siesta Lane	N	El Oro Dr.	Paintbrush Ln.	LCL 2	60	---	0.13	0.13	CO	11000	11200	Timberline Estates	Timberline-Fernwood
Silver Saddle Drive	N	Forest Dr.	Sunset Dr.	LCL 2	60	---	0.30	0.30	CO	8900	9250	MacAnn Estates	Doney Park

Roadway	Dir.	Limits	N-S, W-E	Existing Func. Class & Lanes	ROW Width	Paved	Unpaved	TOTAL	Ownership	Address Range		Subdivision	Fire District
1	2	3		4	5	6	7	8	9	10		11	12
Silver Saddle Road	E	U.S. 89	Koch Field Rd.	MAC 2	60	1.18	---	1.18	CO	5800	7000	---	Doney Park
Silver Saddle Road	E	Koch Field Rd.	Skeet Rd.	MNC 2	60	0.26	---	0.26	CO	7000	7250	---	Doney Park
Slayton Ranch Road	N	Neptune Dr.	Townsend-Winona	LCL 2	60	0.88	1.16	2.04	CO	7000	9500	---	Doney Park
Snowbowl Drive	E	Offenhauser Dr.	Ponderosa Dr.	LCL 2	60	---	0.24	0.24	CO	5300	5600	MacAnn Estates	Doney Park
Stardust Trail	N	F.S. 498	Neptune Dr.	LCL 2	60	0.50	---	0.50	CO	9500	10000	Sunset Crater Estates	Doney Park
Sunflower Lane	N	Buckboard Trl.	DE	LCL 2	40	---	0.25	0.25	CO	11500	11700	Timberline Estates	Timberline-Fernwood
Sunset Boulevard	E	U.S. 89	DE	LCL 2	60	1.00	---	1.00	CO	6000	6500	Fernwood Estates	Timberline-Fernwood
Sunset Drive	E	CDS	U.S. 89	LCL 2	60	---	0.11	0.11	CO	5500	5800	MacAnn Estates	Doney Park
Sunshine Avenue	E	DE	Lumberjack Blvd.	LCL 2	60	0.65	---	0.65	CO	8700	9400	Mountain View Ranchos	Doney Park
Timberline Trail	E	Homestead Ln.	Sunflower Ln.	LCL 2	60	---	0.45	0.45	CO	5550	6000	Timberline Estates	Timberline-Fernwood
Townsend-Winona Rd.	E	U.S. 89	I.H. 40	MAC 2	100	10.26	---	10.26	CO	5000	13700	---	Doney Park
Tradition Road	E	Heritage Dr.	Pioneer Valley Dr.	LCL 2	60	0.13	---	0.13	CO	7290	7400	Pioneer Valley	Doney Park
Valley Drive	N	Crestview St.	Campbell Ave.	LCL 2	60	---	0.21	0.21	CO	11300	11450	Timberline Estates	Timberline-Fernwood
Valley View Drive	N	Timberline Trl.	Campbell Ave.	LCL 2	60	---	0.32	0.32	CO	11300	11550	Timberline Estates	Timberline-Fernwood
Walking Cane Road	E	Winona Ranch Rd.	DE	LCL 2	N/A	---	0.45	0.45	FS	13600	14000	---	Doney Park
Whitehorse Road	N	Palomino Rd.	Roan Rd.	LCL 2	60	0.12	---	0.12	CO	5550	5700	Cosnino Equestrian Estates	Doney Park
Winona Ranch Road	N	I.H. 40	CDS	PRIM 2	60	---	0.91	0.91	FS	3500	4400	---	Doney Park
Wupatki Lane	N	Leisure Ln.	U.S. 89	LCL 2	60	0.19	---	0.19	CO	12700	13000	Fernwood Estates	Timberline-Fernwood
Yancey Lane	E	Koch Field Rd.	Stardust Trail	PRIM 2	60	---	1.00	1.00	CO	7000	8100	---	Doney Park
				TOTALS		**38.62**	**19.10**	**57.72**					

LEGEND

MAC – Major Collector	CO - County Owned
MNC – Minor Collector	FS - Forest Service Owned
LCL – Local Road	CDS - Cul-de-Sac
PRIM – Primitive Roadway	DE - Dead End
N/A – Information Not Available	OB - Out of Study Area Boundary

SOURCE: Coconino County Public Works Department
Coconino County Communinty Development Department

PUBLIC SAFETY

Law Enforcement

The Coconino County Sheriff's Office provides law enforcement and patrol services to all unincorporated areas of the County. According to the Sheriff's Office, the Doney Park Timberline Fernwood area has the good fortune of enjoying a low crime rate. Traffic is one of the most frequently heard complaints. Thus far, graffiti and gang activity are minimal. There are three community policing officers in the planning area that are supplemented by the deputies in the greater Flagstaff area. The community policing implemented by the Sheriff's Office is working in conjunction with citizens, the business community, and other governmental agencies to reduce crime and the fear of crime and to enhance the quality of life.

The ratio of officers to population is currently well under the national standard. The Sheriff's desire would be to add officers as the region grows.

The Sheriff also identified a need for youth activities to have a positive impact on youth crime. The addition of basketball facilities at the Timberline Fernwood fire station, the initiation of a summer youth program, and the construction of a new regional county park adjacent to the Doney Park fire station on Koch Field Road should help. A community center with youth programs and recreational facilities may be another alternative.

Traffic calls are split between public county maintained roads and private easements. There is difficulty in determining enforcement responsibilities on private roads. If roads are not posted private and the public can freely pass, then all traffic laws can be enforced by the Sheriff's Office. If the speed limit is not posted, the standard residential speed limit that is enforced is 25 miles per hour. If a road is posted private, only DUI, reckless driving, and hit-and-run can be enforced. Part of the traffic calls is related to ATV's. These are allowed on county roads and on public easements only if licensed and insured and driven by a licensed driver.

Indiscriminate shooting in the area is recognized as an issue. While somewhat of a problem in residential areas, there is also the issue of shooting on public lands adjacent to residential areas where there is considerable recreational use. The County has begun to look at this issue and a county ordinance may be adopted by the Board of Supervisors.

Education has been identified as a priority throughout the plan. The Sheriff's Office is trying to have two meetings annually for each community policing officer. In addition the Sheriff's Office has a brochure on ATV use and may develop others to address specific problems. Part of the community policing officers' role is fielding complaints, responding to calls and working with citizens on a one-to-one basis.

The Sheriff's Office would also like to build a stronger volunteer program in the planning area. Block Watch and the existing Sheriff's volunteer program are current examples.

Fire Protection

The planning area is currently served by two fire districts. The Timberline Fernwood Fire Department extends from Elden Springs Road and Landfill Road on Highway 89 north to Sunset Pass at the Lockett Meadow road (Forest Road 552). The Doney Park Fire Department serves the remainder of the area, extending east to Winona. Due to the need to improve service and firefighter safety, the two fire district boards have begun the merge process, and an election has been set for March 13, 2001. Areas outside of either district include Camp Townsend between the Flagstaff City limits and Townsend Winona Road and properties south of I-40 at the Cosnino and Winona interchanges. Some residents and businesses in these areas contract for service.

Both fire departments expressed to the planning committee that the urban wildland interface and access are the two most important issues. The interface is the area where residential development in the trees encroaches close to national forest areas, for example along the western and the southern boundaries of the planning area. In these areas there is the risk associated with forest fires burning into residential areas, as well as the risk of fire starting in a residential area spreading into the forest. With regard to access, the issue is the large number of substandard private dirt road easements. Street signs are provided by the fire departments and installed by fire department personnel. The process is complete in the Timberline Fernwood district and is ongoing in the Doney Park district.

Other issues identified were water supply and staffing needs. While fire hydrants have been required in new subdivisions at least since 1974, there are still two important issues. The first is that most of the development in the planning area has occurred through lot splits where hydrants and access have not been required. The second is that even where hydrants have been established, there is often inadequate flow. The Uniform Fire Code minimum flow of 1,000 gallons per minute cannot be met in most areas. Doney Park Water is under no obligation to provide fire flow, and a few years ago estimated that it would cost $1.7 million to provide fire flow. That expenditure is not in

their plans. Both departments work well with Doney Park Water to provide whatever water is available.

In both departments the majority of calls are medical. Besides having automatic aid agreements, both departments have mutual aid agreements with all other departments in the area. Both departments actively participate in the Ponderosa Fire Advisory Council (PFAC), which is an interagency coordinating committee addressing emergency response issues. PFAC was a strong supporter in the development of standards for private roads that were adopted by the Board of Supervisors in 1995.

In the property owner survey, fire protection and emergency services received very high positive ratings. Those few (7.4%) who rated the service as poor cited expense, understaffing, and use of private easements as roads as the issues. Police protection did not receive as high a positive rating as fire, but only 17.7% rated the service as poor. Issues cited were speeding, lack of enforcement, illegal dumping, and understaffing.

Both fire departments stress the need for community education, especially pertaining to defensible space around residences and the use of fire resistive materials in construction, as well as the importance of maintaining access roads and the community addressing system.

There is significant cooperation between the Sheriff's Office and the fire departments. The Sheriff's Office has an office in the Doney Park fire station on Koch Field Road and maintains a presence at both departments.

Goals and Policies

Public Safety Goals

1. Neighborhoods are safe and crime-free.

2. There are professional fire and emergency response by trained personnel in an expedient and efficient manner.

3. Greater traffic safety is promoted.

Public Safety Policies

1. The Sheriff's Office shall be encouraged to maintain a high degree of visibility in the community through community meetings and other means.

2. The Board of Supervisors shall be sensitive to the Sheriff's staffing needs in responding to the rapid growth in rural areas.

3. Organized youth activities and programs, including special events and ongoing programs, shall be encouraged.

4. Adequate fire protection measures, as specified by the Fire Chief, shall be required in the conditions of approval for new developments requiring Commission or Board approval.

5. The Department of Community Development, in conjunction with the fire departments, shall provide information to builders and property owners regarding recommended fire access requirements for residential and other structures.

6. The fire departments shall be encouraged to continue to promote public education and awareness of fire prevention measures through the distribution of information and other programs. The information should include wildland urban interface issues, defensible space issues, and fire resistive construction techniques.

7. Interagency cooperation shall be encouraged to address wildland urban interface fire prevention measures.

8. The County Sheriff's Office shall be encouraged to rigorously enforce speed limits and other traffic laws in the planning area including unlicensed OHVs on County roads and Forest Service areas.

9. Future road improvement districts shall consider pedestrian safety measures in the planning and design of road improvements.

10. The Department of Community Development shall work with the Sheriff's Office, as well as with Animal Control, Public Health, and Public Works, on educational materials that could be distributed through Realtors or through the building permit process to inform new residents.

11. Where requested by the fire departments, deeded easements for emergency access to Forest Service lands shall be required on new subdivision plats which border the U.S. Forest Service. Residents are encouraged to provide the fire departments with easements or emergency access to U.S. Forest Service lands at agreed upon locations.

12. The Board of Supervisors is strongly encouraged to consider an ordinance to prohibit the firing of weapons in the wildland urban interface area near homes, in particular urban forest areas that are used by adjacent neighborhoods for recreation such as hiking, biking and horseback riding.

ANIMAL MANAGEMENT

Many residents of the area keep livestock and pets, and this is an important aspect of rural character. One of the issues continually identified in the property owner survey and at the public open houses was dogs, especially barking dogs. The Animal Management Division of the County Department of Public Health administers animal control. Coconino County adopted a countywide leash law in 1985 that requires that dogs be controlled either by a leash or within an enclosure. The purpose of the ordinance was to prohibit the running at large of dogs in the unincorporated areas. Enforcement of this ordinance is by officers who respond to complaints. The officers are in the planning area two or three times per week. The county also adopted a barking dog ordinance in 1992. A hearing officer has just been appointed who will hear barking dog complaints and who will have the ability to assess civil fines. Horses are also regulated by the Animal Management Division, which receives occasional complaints about manure and cleanliness.

Animals are also addressed in the Coconino County Zoning Ordinance. Since the 1974 ordinance, horses have been restricted to parcels of one acre or more. Three horses (or other livestock) are permitted on the first acre and one on each additional half acre. The commercial boarding of three or more horses requires a conditional use permit. There is no limit on the number of dogs allowed per parcel, as long as all dogs are owned by the property owner and are for the owner's personal use and enjoyment for noncommercial purposes. Commercial kennels, whether for boarding, breeding, or training, require a conditional use permit.

Goals and Policies

Animal Management Goals

1. Animals are controlled and do not infringe on the peace and tranquility of neighbors.

2. Pets and livestock are kept in a manner that is safe for animals and safe for area residents.

Animal Management Policies

1. The public should be made more aware of the leash law and other animal management regulations and ordinances through the news media, county newsletter, county website, fire department newsletters, and any other means available.

2. The County shall provide adequate equipment and staffing to carry out the responsibilities of animal management.

3. The county should consider ways to address the impacts related to the keeping of large numbers of dogs, cats and other animals that are not regulated.

4. The county shall amend the leash law to allow invisible fences.

5. Owners shall be responsible for their own animals. Animals must be kept under control.

Doney Park Timberline Fernwood

Area Planning Committee

Mark Alexander
Monica Baker
Steve Barth
Grant Cooper
Janis Crosman
Carolyn Daugherty
Dick Downey
Norm Furrey
L.T. Green
Keith Klassen
Christine Mayer
Cecelia Overby
David Sheldon
Chris Thomas
Mel Walters

APPENDIX A

PROPERTY OWNER SURVEY

<u>Note</u>: The property owner survey was one of several means used to solicit public comment and input. Other means included presentations by both public and private agencies, public open houses hosted by the area plan committee, and numerous guests who participated in the committee meetings.

A summary of all public input is available at the Coconino County Department of Community Development at 2500 Fort Valley Road, Flagstaff.

Doney Park, Timberline, Fernwood Area Plan Survey

1. *Please refer to the attached map of the Planning Area.* Which zone best indicates the location of your property. Zone # _____ .

NOTE: The zone map of the Planning Area is available at the Department of Community Development

2. Do you reside at the property listed in the above referenced zone:
   □ Full time □ Part time □ Not at all

3. Please indicate how long you have lived on or owned property in the Planning Area?
   □ Under 1 year □ 1 – 3 years □ 4 – 6 years □ 7 – 10 years □ Over 10 years

4. How much land do you own within the Planning Area?
   □ Under 1 acre □ 1.0 – 1.99 acres □ 2.0 – 4.99 acres □ 5.0 – 9.99 acres □ 10 or more acres

5. Do you presently keep, or plan to keep livestock (i.e., horses, sheep, llamas, etc.)? □ Yes □ No

6. Do you have school age children at home? □ Yes □ No

QUALITY OF LIFE

7. What are three reasons, in order of priority, why you chose to live in the Planning Area:

   _____ _____ _____

8. What are three things, in order of priority, that you see as threatening to your quality of life:

   _____ _____ _____

PROVISION OF PUBLIC SERVICE

9. Using a **1 (excellent) to 5 (poor)** scale, please rate your **level of satisfaction** with the following services. **Circle** the number that best represents your views.

County Roads & Road Maintenance	1	2	3	4	5	Emergency Medical Services	1	2	3	4	5
Fire Protection/Emergency Service	1	2	3	4	5	School Facilities	1	2	3	4	5
Management of Forest Service Lands	1	2	3	4	5	Police Protection	1	2	3	4	5
Park Facilities	1	2	3	4	5	Zoning Enforcement	1	2	3	4	5
Doney Park Water	1	2	3	4	5	Animal Control	1	2	3	4	5

If any of the above were rated poorly, please explain why. _____

_____

_____

INFRASTRUCTURE

10. Is the road you live on currently paved? □ Yes □ No
    Is the road you live on county maintained? □ Yes □ No

11. Does your property currently have a drainage or flooding problem?
    □ Yes □ No

12. Would you like to see the development of pedestrian, equestrian, and bike trails in residential areas that link neighborhoods with each other and to the city of Flagstaff?
    □ Yes □ No □ Have no opinion

TAXES AND FEES

13. Self Taxing Districts can be used to provide a higher level of public services and amenities. Would you be in favor of the following self taxing districts in your zone?

Community Park	□ Yes	□ No	Paved Roads	□ Yes	□ No
Flood Control	□ Yes	□ No	Dust Control	□ Yes	□ No
Trash Collection	□ Yes	□ No	Trails	□ Yes	□ No
Road maintenance	□ Yes	□ No	Branch Library	□ Yes	□ No

14. Would you consider incorporating as a city government to enhance all public services including those mentioned above in Question # 13?
    □ Yes □ No □ Have no opinion

15. Would you be willing to pay a special assessment for purchasing easements or lands for open space in your zone?
    □ Yes □ No □ Have no opinion

LAND USE

16. Using the enclosed map of the Doney Park Planning Area, an *asterisk* indicates current commercial (developed and undeveloped). Do you feel more commercial development should be allowed by re-zoning existing residential land?
    □ Yes □ No

17. What kind of commercial development do you think is needed in the Planning Area?

    _____

    Please indicate in which zone (as shown on the attached map) _____

18. Do you think the county should adopt design guidelines for commercial and industrial buildings?
    □ Yes □ No

19. In the Planning Area, should the County go beyond current ordinances to **regulate** the following on **commercial** and **industrial** developments?

Height, style, and lighting of signs	□ Yes	□ No	□ Have no opinion
Business Operation Hours	□ Yes	□ No	□ Have no opinion
Lighting	□ Yes	□ No	□ Have no opinion
Landscaping	□ Yes	□ No	□ Have no opinion
Building materials	□ Yes	□ No	□ Have no opinion
Building colors	□ Yes	□ No	□ Have no opinion
Type of Business	□ Yes	□ No	□ Have no opinion

Other _____

_____

HOUSING ISSUES

20. Are you in favor of any of the following in the **undeveloped** parcels in the Planning Area?

SINGLE FAMILY RESIDENTIAL

Single family residence (2.5 acres or more)	□ Yes	□ No	□ Have no opinion
Single family residence (1 acre)	□ Yes	□ No	□ Have no opinion
Single family residence (less than 1 acre)	□ Yes	□ No	□ Have no opinion
Additional Manufactured Homes	□ Yes	□ No	□ Have no opinion
Mobile Home Parks (rental spaces)	□ Yes	□ No	□ Have no opinion

MULTIPLE FAMILY RESIDENTIAL

Duplexes	□ Yes	□ No	□ Have no opinion
Townhouses/Condominiums	□ Yes	□ No	□ Have no opinion
Apartment Dwellings	□ Yes	□ No	□ Have no opinion

21. Do you support the re-zoning of undeveloped residential land to allow higher density development to encourage paved and publicly maintained roads, and utility easements within that development?

□ Yes □ No □ Have no opinion

NATURAL AREAS PROTECTION

22. What activities, and how often, do members of your **household** use the **National Forests** within or near the Planning Area?

Walking	□ Often	□ Occasionally	□ Not at all
Jogging	□ Often	□ Occasionally	□ Not at all
Bicycle Riding	□ Often	□ Occasionally	□ Not at all
Picnicking	□ Often	□ Occasionally	□ Not at all
Off-Road Vehicle Driving	□ Often	□ Occasionally	□ Not at all
Hunting	□ Often	□ Occasionally	□ Not at all
Wildlife Watching	□ Often	□ Occasionally	□ Not at all
Dog Walking	□ Often	□ Occasionally	□ Not at all
Horseback Riding	□ Often	□ Occasionally	□ Not at all
Sled Dog Training	□ Often	□ Occasionally	□ Not at all
Target Shooting	□ Often	□ Occasionally	□ Not at all

PROTECTION OF NATURAL AREAS WITHIN THE PLANNING AREA.

23. Are there sufficient conflicts among the above activities to warrant Forest Service consideration of designated and restricted special use areas?

□ Yes □ No □ Have no opinion

24. Do you feel there is adequate public access to Forest Service lands in your immediate area?

□ Yes □ No □ Have no opinion

25. Do you think there is a need to implement measures such as thinning trees or clearing brush on the ground to reduce the threat of wild fires on Forest Service lands that are adjacent to private lands?

□ Yes □ No □ Have no opinion

26. Do you think that new residential developments should be required to:

Provide open space?	□ Yes	□ No	□ Have no opinion
Recreational trail easements?	□ Yes	□ No	□ Have no opinion
Should the trails be:	□ Motorized	□ Non-Motorized	□ Both Types

27. Are there any special characteristics in the Planning Area that should be preserved or enhanced?

_____

_____

_____

28. Please use the space below for any input you would like to provide the Doney Park Area Planning Committee.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

If you would be interested in participating in a focus group with residents in your zone, *the purpose of a Focus Group being to help define the issues and desires related to future development of the area*, please contact Bill Towler, Community Development Director, at 226-2700.

APPENDIX B

DEFINITIONS

DEFINITIONS

AR-2 ½ means Agricultural Residential zone with a minimum parcel size of 2 ½ acres.

ARIZONA STATE TRUST LAND means land owned by the State of Arizona, managed by the Arizona State Land Department, and held in trust for the benefit of Arizona schools.

ARTERIAL ROAD means a roadway intended to move traffic to and from major regional centers of activity at a high speed of travel with minimal interference to through movement (major arterial), or .a roadway intended to serve the larger communities not served by the major arterial system as well as other traffic generators that are capable of attracting travel over long distances, and to provide capacity and continuity for countywide and regional travel minor arterial).

CLUSTERED RESIDENTIAL DEVELOPMENT means a development design that concentrates buildings on a part of the site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive features.

COLLECTOR ROAD means a roadway which does, or which will, because of its design and location with reference to other roadways, be used to carry traffic from minor collectors and local streets to major or minor arterial roads (major collector), or a roadway to collect traffic from local streets and deliver it to major collectors or major or minor arterials (minor collector).

DESIGN REVIEW OVERLAY means a specific area designated by the Board of Supervisors where specific design guidelines are applied to multiple family, commercial, or industrial developments and to public or semi-public uses. The guidelines may include exterior design, materials, textures, colors, signs, and lighting.

DEVELOPMENT means the division of a parcel of land into six or more parcels, or the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure, or any excavation, landfill or land disturbance, or any use or extension of use of the land.

IMPROVEMENT DISTRICT means a special governmental entity formed by petition of a majority of property owners in an area. The district has taxing authority, and may be formed for the purpose of making road improvements, for water or wastewater systems, drainage structures, sidewalks, lighting, community centers or parks.

LOW DENSITY means generally any development with an overall number of units per acre of less than one.

LOW WATER USAGE means water use that is less than average for similar facilities or among a class of facilities. For example, among commercial uses, a small office would have low water usage compared to a car wash or laundromat.

LOW WATER USING PLANTS means that vegetation used for outdoor landscaping that requires small amounts of water. For example, native pine trees and shrubs would be low water using plants compared to Kentucky bluegrass sod.

MAINTENANCE DISTRICT means a specific type of improvement district formed for the purpose of taxing residents within an area for the ongoing maintenance of a private (non-county maintained) roadway.

NONCONFORMING USE means a use or activity that was lawful prior to the adoption, revision, or amendment of the Zoning Ordinance or zoning map, but which is unlawful by the use regulations applicable to the district in which the property is located. For example, a commercial use established in a residential area prior to 1964, when the County adopted its first Zoning Ordinance, and which has been continuously operated would be a legally nonconforming use. Such uses are allowed to continue indefinitely, but there are restrictions on improvement or expansion.

OPEN SPACE means any parcel or area of land essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment or for the use and enjoyment of owners, occupants, and their guests of land adjoining or neighboring such open space. Open space may include active recreation facilities such as parks and playgrounds, golf courses, court games, and picnic tables.

OROGRAPHIC means of or relating to mountains.

PLANNED RESIDENTIAL DEVELOPMENT means two or more dwelling units, which may include townhouses, condominiums, or cluster development, together with related land, buildings and structures, planned and developed as a whole in a single development. It would include such elements as circulation and parking, open space, recreational areas, utilities, lots or building sites, together with a program for provision and operation and maintenance of all areas, improvements, facilities and services provided for common use of the residents thereof.

RURAL ACTIVITY CENTER means a designated area that is appropriate for locally-serving retail and service businesses or as a focal point for the community in which it is located.

RURAL CHARACTER refers to attributes or features that pertain to the country or country life. The general landscape character and environment is noticeably less urban than residential areas within Flagstaff city limits. Features, characteristics, and values

that define rural character in the planning area (from the property owner survey and community input to the plan) include:

- Large property sizes and low population density
- The meadow, forest, and mountain views and scenery characteristics of the area
- Dark night skies
- A quiet, peaceful and secluded environment
- Open space and proximity to the National Forest
- The keeping of livestock and other animals
- Limited commercial development
- Local identity, sense of community and neighborliness
- Closeness to nature and wildlife (elk, deer, coyotes, bird life, etc.)
- Access to recreational trails
- Living in a safe low-crime area
- Minimal evidence of features that are common in urban settings such as utility lines and towers, extensive areas of continuous pavement, dense and extensive clustering of buildings, bright or reflective building materials, etc.

SUBDIVISION means improved or unimproved land divided or proposed to be divided for the purpose of sale or lease into six or more lots, parcels, or fractional interests.

XERISCAPING means landscaping with very low water using plants.