Tuesday, October 08, 2019

NOTICE OF REGULAR SESSION AND EXECUTIVE SESSION OF THE COCONINO
COUNTY BOARD OF SUPERVISORS

PURSUANT TO A.R.S. § 38-431.02

6:00 p.m. – Regular Session
Executive Session immediately following

First Floor Board Room
219 E. Cherry Ave., Flagstaff, AZ, 86001

The Board may change the order of the agenda at the time of convening the meeting or at any
time during the meeting. Members of the Board of Supervisors will attend either in person or by
telephone conference call. Work sessions and regular meetings are open to the public. Persons
with a disability may request a reasonable accommodation by contacting the Clerk of the Board
of Supervisors Office at 928-679-7144. Requests should be made as early as possible to allow
time to arrange the accommodation.

Notice of Option to Recess in Executive Session

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

Call to the Public for items not on the Agenda

After the pledge of allegiance, the Chairman will call on members of the public to speak on any
item or area of concern not listed on the agenda. Items presented during the Call to the Public
portion of the Agenda cannot be acted on by the Board of Supervisors. Individual Supervisors
may ask questions of the public, but are prohibited by the Open Meeting law from discussing or
considering the item among themselves until the item is officially placed on the Agenda.
Individuals are limited in their presentations.
Consent Agenda

All matters under Consent Agenda are considered by the Board of Supervisors to be routine and will be enacted by a single motion. If discussion is desired on any particular consent item that item will be removed from the consent agenda and will be considered separately.

Speaking During a Public Hearing

After staff and applicant presentations for specific public hearing items, the Chairman will open the public hearing and ask for comments from the public. Those who fill out a speaker's form will be called on first. You do not need to fill out a speaker's form to speak.

As a reminder, if you are carrying a cell phone, computer, two-way radio, or other sound device, we ask that you silence it at this time to minimize disruption of today’s meeting.

Call to Order:

Pledge of Allegiance:

Call to the Public:

Board of Supervisors Consent Agenda:

1. Consideration and possible action regarding approval of the minutes from the Board of Supervisors meeting conducted September 24, 2019.

2. Consideration and possible action to ratify and/or approve warrants, electronic fund transfers, and other payments as listed on the agenda. An itemized list of the below-numbered claims is filed in the official records of the Coconino County Board of Supervisors.

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3. Consideration and possible action to approve a Budget Adjustment from District 1 Community Initiatives account to District 1 Operations account for the purpose of hiring a paid Intern to assist the District 1 Supervisor. Board of Supervisors

4. Consideration and possible approval of the Second Amendment to the License Agreement with the Coconino Natural Resources Conservation District for the use of County property at Sawmill County Park. County Manager
5. Consideration and possible action regarding approval of Amendment 2 to Intergovernmental Agreement (IGA) DI19-002201, between Coconino County and Arizona Department of Economic Security (DES) in the amount of $2,021, and the corresponding Fiscal Year 2020 Budget Adjustment, to provide services under the Workforce Development and Opportunity Act. **Health and Human Services**

6. Consideration and possible action to approve and accept a grant award from the Arizona Community Foundation of Flagstaff in the amount of $3,000, and corresponding budget adjustment, to extend seniors’ lives and quality of life with homecare services. **Health and Human Services**

7. Consideration and possible action regarding approval of a budget amendment request to transfer funds in the amount of $7,200, from District 1 Community Initiatives to the Animal Management’s Arizona Companion Animal Spay and Neuter Program, for services provided by Arizona Humane Society at the District 1 Kaibab Estates West Spay and Neuter Event held on September 21, 2019. **Health and Human Services**

8. Consideration and possible action regarding the approval to transfer funds from the Coconino County Emergency Reserve Fund to the Flood Control District in the amount of $1,450,000, to cover expenses incurred during the Museum Flood mitigation efforts. **Public Works**

**Public Hearing:**

9. Public Hearing, consideration and possible action to approve Resolution 2019-35, adopting the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan and Coconino County’s adopted version of the Flagstaff Regional Plan 2030, Place Matters, and Adopting Design Review Guidelines for the Planning Area. **Community Development**

**Discussion Item:**

10. Roundtable: To be discussed. Pursuant to A.R.S. 38-431.02(H), these matters will not be acted upon.

   - Reports from Supervisors; updates on new projects, district budgets, requests for services and initiatives, updated from county staff:

   - County Manager's Report
     - Update regarding Health and Human Services trip to Denver, Colorado
   - Chair's Report

     - District 1 – Supervisor Art Babbott
     - District 2 – Supervisor Elizabeth Archuleta
Executive Session:

11. Discussion, consultation and possible direction with attorneys regarding litigation In Re: National Prescription Opiate Litigation, Case Nos. 1:17-md-2804, 18-op-45090. Pursuant to A.R.S. 38-431.03(A)(4) the Board may vote to enter executive session for this item. Board of Supervisors

12. Discussion of County Clerk of the Board performance evaluation. Pursuant to A.R.S. 38-431.03 (A) (1), the Board of Supervisors may vote to enter executive session. Board of Supervisors

Adjourn:

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at the Coconino County Administration Building, 219 East Cherry Avenue, Flagstaff, Arizona, on this Date: ____________________ am / pm (circle one) in accordance with the statement filed by the Coconino County Board of Supervisors with the Clerk of the Board. Dated this __________ day of ___________________, 2019.

____________________________________
Lindsay Daley, Clerk of the Board
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Lindsay Daley, Clerk of the Board

SUBJECT: Consideration and possible action regarding approval of the minutes from the Board of Supervisors meeting conducted September 24, 2019.

RECOMMENDED MOTION:

Approve or move to amend any portion of the minutes.

BACKGROUND:

The Board of Supervisors and the Board of Directors of several County Districts conducted a meeting on September 24, 2019. The Board shall provide for the taking of written minutes or a recording of all their meetings, including executive sessions; pursuant to ARS 38-431.01.B.

ALTERNATIVES:

Approve or move to amend any portion of the minutes.

FISCAL IMPACT:

This item has no impact to the General Fund.

ATTACHMENTS:

1 - Staff Report
2 - MINUTES - SEPTEMBER 24, 2019
OFFICE OF THE COCONINO COUNTY BOARD OF SUPERVISORS AND THE
BOARDS OF DIRECTORS OF THE COCONINO COUNTY PUBLIC HEALTH
SERVICES DISTRICT AND COCONINO COUNTY FLOOD CONTROL DISTRICT

REGULAR SESSION AND EXECUTIVE SESSION MINUTES

September 24, 2019

10:00 a.m. – Regular Session
1:15 p.m. – Regular Session continued
Executive Session immediately followed

First Floor Board Room
219 E. Cherry Ave., Flagstaff, Arizona, 86001

Present: Chairwoman, Chairwoman Lena Fowler, Vice Chair Jim Parks, Supervisor Matt Ryan, and Supervisor Art Babbott.

Absent/Excused: Supervisor Elizabeth C. Archuleta (from 10:00 a.m. until 1:26 p.m.)

Also Present: County Manager James Jayne, Deputy County Manager/Public Works Director Lucinda Andreani, Deputy County Manager Mike Townsend, Deputy County Manager Marie Peoples, Public Affairs Director Eric Peterson, Deputy County Attorney Rose Winkeler, Clerk of the Board of Supervisors Lindsay Daley and Deputy Clerk of the Board Valerie Webber.

Chairwoman Fowler called the meeting to order at 10:03 a.m. and led the pledge of allegiance.

Call to the Public:

Public Affairs Director Eric Peterson introduced the newly appointed Public Affairs Management Analyst, Claire Harper.

Claire Harper addressed the Board and spoke about her work experience. She thanked the Board for the opportunity to work for the County.
Individual Board members thanked Ms. Harper for joining the county team.

Deputy County Manager/Public Works Director Lucinda Andreani spoke about past work experiences with Ms. Harper and said she looked forward to working with her.

County Manager Jayne spoke about Ms. Harper’s smiling personality and service to the community; he welcomed her to the county team.

Public Affairs Director Peterson presented a brief presentation highlighting the recent 39th Annual Environmental Excellence Award, attended by various county staff members.

Chairwoman Fowler stated the Board is so proud of county staff. She thanked everyone for their commitment and implementation of county values.

**Proclamation:**

1. Consideration and possible action to approve a proclamation designating September 2019 as Hunger Action Month. **Board of Supervisors**

Interim Executive Director for Flagstaff Family Food Center Monica Foos and Development Director Carrie Henderson shared turns reading the proclamation into the record.

Supervisor Babbott expressed his appreciation of the work done by Ms. Foos and Ms. Henderson in providing a way for the community to get through very rough times.

**Motion:** Move to approve the proclamation as read, **Action:** approve, **Moved by:** Supervisor Art Babbott, **Seconded by:** Supervisor Matt Ryan. The motion passed unanimously.

**Appointments:**

2. Consideration and possible appointment of Esteban Villarreal to Coconino Hispanic Advisory Council for a term expiring September 24, 2023. **Public Affairs**

Public Affairs Director Eric Peterson spoke about the application received to appoint Esteban Villarreal to the Coconino Hispanic Advisory Council. Staff has reviewed the application and makes the recommendation for appointment.

**Motion:** Approve the appointment of Esteban Villarreal to Coconino Hispanic Advisory Council for a term expiring September 24, 2023, **Action:** approve, **Moved by:** Supervisor Jim Parks, **Seconded by:** Supervisor Art Babbott. The motion passed unanimously.

3. Consideration and possible action regarding the appointment of Verlin Joe to the Planning and Zoning Commission from District 5, for a term to expire September 30, 2023. **Community Development**
Assistant Community Development Director Jess McNeely introduced Verlin Joe from District 5. Mr. Joe is currently serving as the Vice President of the local Planning and Zoning Commission in Tuba City. Staff recommends appointing Mr. Joe to the Planning and Zoning Commission.

Chairwoman Fowler spoke about Mr. Joe’s service as a Marine and current member of the local Planning and Zoning Commission in Tuba City. She stated she is thankful he is interested in volunteering on the County’s Planning and Zoning Commission.

Verlin Joe spoke about his native clan and his service as a Marine. He spoke about his interest in dedicating his life to public service and expressed his appreciation of the opportunity to serve on the County Planning and Zoning Commission.

Supervisor Ryan thanked Mr. Joe for his service.

Supervisor Parks stated that as a Veteran of the United States Navy, Mr. Joe is still a Marine and will always be a Marine. He thanked him for his service and welcomed him to the Planning and Zoning Commission.

Supervisor Babbott welcomed Mr. Joe and thanked him for doing what he is doing.

**Motion:** Appoint Verlin Joe to the Planning and Zoning Commission from District 5, for a term to expire September 30, 2023, **Action:** approve, **Moved by:** Supervisor Jim Parks, **Seconded by:** Supervisor Matt Ryan. The motion passed unanimously.

**Board of Supervisors Consent Agenda:**

**Motion:** Move to approve Consent Agenda Items 4 through 16 minus item 6, **Action:** approve, **Moved by:** Supervisor Art Babbott, **Seconded by:** Supervisor Jim Parks. The motion passed unanimously.

4. Approve the minutes from the Board of Supervisors’ meetings conducted August 13, 2019, August 27, 2019 and September 3, 2019.

5. Consideration and possible action to ratify and/or approve warrants, electronic fund transfers, and other payments as listed on the agenda. An itemized list of the below-numbered claims is filed in the official records of the Coconino County Board of Supervisors.

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6. **Separated:** Consideration and possible action to approve Community Grant funding from District 1 in the amount of $10,000 to Flagstaff Shelter Services to support expansion of their existing building. **Board of Supervisors**

Supervisor Babbott wanted to recognize the current expansion being completed at Shelter Services and spoke about the incredible work that’s being done to serve more people.

**Motion:** Approve item 6, **Action:** approve, **Moved by:** Supervisor Art Babbott, **Seconded by:** Supervisor Jim Parks. The motion passed unanimously.

7. Consideration and possible action to appoint Marilyn Irwin, Precinct 5, as a Democratic Precinct Committeeperson, for a term to expire October 1, 2020 and as requested by the Coconino County Democratic Party, to fill vacancies from a lack of candidates during the 2018 election. **Board of Supervisors**

8. Consideration and possible action to approve Resolution 2019-34, directing the County Treasurer to collect taxes for Tax Year 2019 from all persons listed in the assessment and Tax Roll on file in the office of the County Treasurer and by reference made a part of the resolution. **Board of Supervisors**

9. Consideration and possible action regarding approval of the Intergovernmental Agreement (IGA) for Mediation Services with the City of Flagstaff, for disputes regarding civil rights violations, with a term of Fiscal Year 2020 through Fiscal Year 2024 (5 Year Term). **Courts**

10. Consideration and possible action regarding approval of the Intergovernmental Agreement (IGA) between the Town of Fredonia and Coconino County for court services, and approval of the Budget Amendment totaling $27,734.90 with an annual 3% increase, and a Regular Part-Time (.50 FTE) Administrative Specialist I. **Courts**

11. Consideration and possible action regarding approval of Resolution 2019-36, establishing, adjusting and defining precinct boundaries in the County for the 2020 elections. **Elections**

12. Consideration and possible action to approve the funding agreement between the Arizona Department of Housing and Coconino County agreement 108-20 for Community Reintegration & Transitional Housing (CFDA #14.228) and corresponding FY20 Budget Amendment in the amount of $415,340.00, for the period October 1, 2019 to October 1, 2021, to provide re-entry transitional housing, case management, and supportive services for justice-involved individuals. **Health and Human Services**

13. Consideration and possible action regarding approval of the Intergovernmental Agreement between Coconino County and Pinal County in order for Coconino County Public Works to participate in the 28th Annual Safety "Roadeo" on November 21, 2019. **Public Works**
14. Consideration and possible action regarding approval of the Cost Recovery Agreement with the United States Forest Service (USFS) for the purpose of amending an existing Special Use Permit for the Williams Public Works Yard to allow for construction of a second access road to the facility. **Public Works**

15. Consideration and possible action regarding approval of a carryover request from Fiscal Year 2019 (FY19) to Fiscal Year 2020 (FY20), in the amount of $477,000.00, for planned projects not completed in Fiscal Year 2019. **Public Works**

16. Consideration and possible action regarding approval of Resolution 2019-33, approving a Certificate of Removal and Abatement Purging Record of Tax, Penalty and Interest on Personal Property Taxes, pursuant to ARS Title 42 Article 8. **Treasurer**

**Motion:** Resolve as the Flood Control District Board of Directors, **Action:** approve, **Moved by:** Supervisor Matt Ryan, **Seconded by:** Supervisor Jim Parks. The motion passed unanimously.

**Flood Control Consent Agenda:**

17. Consideration and possible action regarding approving a transfer of funds from the Coconino County Emergency Reserve Fund to the Flood Control District in the amount of $1,450,000 to cover expenses incurred during the Museum Flood mitigation efforts. **Flood Control**

Director Ryan commented on the transfer of emergency reserve funds to the Flood Control District funds in order to cover associated costs of the Museum Fire. It needs to be noted that these funds must be replenished during future budget considerations.

Flood Control District Administrator Lucinda Andreani spoke about the need to implement priorities set during the last budget cycle and, mitigation efforts that were completed on over 400 homes and 35 businesses from potential flooding following the Museum Fire. The Board did establish an emergency fund during last year’s budget but, in reality we spent ten times that amount. It is important to manage impacts from wild fires and continue the efforts and investments in forest restoration to help manage said impacts. Staff is working with Arizona Department of Emergency and Military Affairs (AZDEMA) to recover as much funding as possible.

Upon inquiry from Chairwoman Fowler, Deputy County Manager/Chief Financial Officer Mike Townsend affirmed the transfer of funds does draw down emergency reserve funding however, the Board has been setting aside money for years through long term planning.

Upon inquiry from Director Parks, Deputy County Manager/Chief Financial Officer Mike Townsend clarified that there was response to the fire incident but there was also pre-flood mitigation response, which is a different declaration of emergency. Pre-flood mitigation is an investment in community health and safety.
Upon inquiry from Director Parks regarding removal of the barriers and sand bags, Flood Control District Administrator Lucinda Andreani noted there was a meeting with City officials and consultants and there was a strong consensus to keep the barriers and mitigation efforts in place because this year was the smallest monsoon on record however, we do not know what the burn scar will do in a major rain event in the future.

**Motion:** Move to approve a transfer of funds from the Coconino County Emergency Reserve Fund to the Flood Control District in the amount of $1,450,000 to cover expenses incurred during the Museum Flood mitigation efforts. **Action:** approve, **Moved by:** Director Matt Ryan, **Seconded by:** Director Jim Parks. The motion passed unanimously.

**Motion:** Resolve as the Board of Supervisors. **Action:** approve, **Moved by:** Director Art Babbott, **Seconded by:** Director Jim Parks. The motion passed unanimously.

**Motion:** Resolve as the Health District Board of Directors. **Action:** approve, **Moved by:** Supervisor Jim Parks, **Seconded by:** Supervisor Matt Ryan. The motion passed unanimously.

**Health District Consent Agenda:**

**Motion:** Approve the Health District Consent Agenda. **Action:** approve, **Moved by:** Director Matt Ryan, **Seconded by:** Director Art Babbott. The motion passed unanimously.

18. Consideration and possible action to approve and accept a grant award from the Arizona Community Foundation of Flagstaff in the amount of $3,000, and corresponding budget adjustment, to purchase laptops and/or tablets to increase efficiency in the field for the Healthy Families team. **Health and Human Services**

19. Consideration and possible action to approve Contract #2020-OP-005, in the amount of $14,138.00, between the Governor’s Office of Highway Safety (GOHS) and Coconino County Public Health Services District (CCPHSD), for the period October 1, 2019 to September 30, 2020, for the purchase of child safety seats. **Health and Human Services**

20. Consideration and possible action to approve Contract #2020-405h-004, in the amount of $3,795.00, between the Governor’s Office of Highway Safety and Coconino County Public Health Services District (CCPHSD), for the period October 1, 2019 to September 30, 2020, for the purchase of bicycle helmets and related program supplies. **Health and Human Services**

21. Consideration and possible action regarding approval of the Intergovernmental Agreement CTR043231 between the Arizona Department of Health Services (ADHS) and Coconino County Public Health Services District (CCPHSD), for the period of October 1, 2019, through September 30, 2020, in the amount of $556,354, to provide WIC ($489,854) and Breastfeeding Peer Counseling ($66,500) services. **Health and Human Services**
Motion: Resolve as the Board of Supervisors, Action: approve, Moved by: Director Art Babbott, Seconded by: Director Jim Parks. The motion passed unanimously.

Discussion and Possible Action:

22. Discussion on Stronger as One activities and possible acceptance of funding from NARBHA Institute to fund the Salary/ERE for a Full-Time Project Manager in the amount of $82,374 and Salary/ERE for a Full-Time Youth Engagement Coordinator in the amount of $49,673, for Federal Fiscal Year 2019/2020 and same anticipated funding for the Project Manager only in Federal Fiscal Year 2020/2021, to further the goals of increasing mental health resources and suicide prevention; and, approve a corresponding budget adjustment. County Manager

Presenter: Deputy County Manager Dr. Marie Peoples.

Deputy County Manager Marie Peoples introduced Dr. Mark Carol and Ms. Bloom. She explained the commitment of funding to be used to fund the salary for a full-time Project Manager and salary for a full-time Youth Engagement Coordinator, for Federal Fiscal Year 2019/2020 and same anticipated funding for the Project Manager only in Federal Fiscal Year 2020/2021, to further the goals of increasing mental health resources and suicide prevention. She thanked Dr. Carol and Ms. Bloom for their partnership and generosity.

Supervisor Babbott thanked Mr. Carol and Ms. Bloom for their contribution and leadership. There are good strategies behind investments and the initiative on behavioral health issues.

Deputy County Manager Peoples spoke about the need to address Mental Health and the partnerships involved in participating to address and identify community priorities.

Ms. Carrie Bloom expressed her gratitude for the Board’s leadership and spoke about community actions that were taken to form the coalition to address mental health. This staff position will really help move the issue forward, lives and cultures will change.

Deputy County Manager Peoples described the process to be used in moving forward with filling the program manager position.

Chairwoman Fowler thanked everyone for their attention to mental health and well-being of the community. She spoke about the pain and struggle of families dealing with mental health issues. It takes a whole community to bring awareness and support to families.

County Manager Jayne stated for the record that Supervisor Archuleta wished to extend her gratitude for everyone involved in the partnerships that make a difference in our community.

Motion: Move to accept funds from the Northern Arizona Regional Behavioral Health Authority (NARBHA) Institute for the Stronger As One positions, agree to a budget adjustment relational to those funds and approval of the FTE’s as presented, Action: approve, Moved by: Supervisor Art Babbott, Seconded by: Supervisor Matt Ryan. The motion passed unanimously.
23. Presentation of Monthly Budget Update for September. **Finance**

**Presenter:** Deputy County Manager/Chief Financial Officer Mike Townsend.

Deputy County Manager Mike Townsend provided a monthly update of where the County is financially to keep the Board up-to-date heading into budget discussions. He spoke about the difference in sales tax revenues compared to last year.

24. Presentation and discussion regarding the Flagstaff Metropolitan Planning Organization (FMPO) and its transition to independent non-profit status and a new corporate identity. **County Manager**

**Presenters:** Deputy County Manager James Jayne and Flagstaff Metropolitan Planning Organization Executive Director Jeff Meilbeck.

**PowerPoint:** FMPO (Metroplan) Transition to Independence.

County Manager Jayne introduced Flagstaff Metropolitan Planning Organization (FMPO) Executive Director Jeff Meilbeck.

Mr. Meilbeck pointed out that Supervisor Babbott is the Chair of the organization and Supervisor Ryan serves as a board member. He provided a presentation that highlighted changes being made within the organization to help created the finest transportation system in the county. The organization will become independent by forming as a non-profit and re-branding their identity. The purpose is to establish a robust and independent organization to speak with one voice and maximize financial resources to build the vision.

He presented a timeline that reflected anticipated goals as well as, the completion of the transition in June of 2020.

Supervisor Ryan spoke about the goal of enhancing the transportation voice and the work that has been done through partnerships.

Supervisor Babbott commented on the importance of the organization and the need and ability to fund regional transportation goals. He spoke about regional partners and expressed his excitement in moving forward.

Chairwoman Fowler expressed her excitement for the transition and thanked Mr. Meilbeck for his leadership.

Chairwoman Fowler called for a break at 11:15 a.m. and reconvened open session at 1:26 p.m. Supervisor Archuleta, Supervisor Ryan and Vice Chair Parks were present; Supervisor Babbott joined the meeting at 1:28 p.m.
25. Discussion regarding dependency matters in Coconino County. **County Manager**

**Presenters:** Deputy County Manager Marie Peoples, Public Defender Sandra Diehl, Legal Defender Erika Arlington and Director of Juvenile Court Services Bryon Matsuda.

**PowerPoint:** Arizona Dependency Process – Dependency Matters An Overview.

Deputy County Manager Marie Peoples spoke about the purpose of the presentation and introduced Public Defender Sandra Diehl, Legal Defender Erika Arlington, Judge Elaine Fridlund-Horne, Judge Ted Reed and Director of Juvenile Court Services Bryon Matsuda.

Legal Defender Erika Arlington provided a presentation that highlighted the meaning of a dependency court case, parties and attorneys involved in every case and how attorneys are assigned to each party involved in the case. Upon inquiry from Supervisor Babbott, Ms. Arlington explained the spike in dependency caseloads as well as, how the number of assignments increase with the complexity of a case. Noting that typically, reunification of children with their parents is approximately 30% of the cases.

Judge Ted S. Reed stated she was happy to be here as part of the team representing the dependency cases.

Judge Elaine Fridlund-Horne expressed her appreciation of the amount of work the attorneys assigned to each case does. She further complimented them for their commitment to comply with related statutes.

Members in the audience that were present for the item introduced themselves to the Board.

Public Defender Sandra Diehl passed out a flow-chart to the Board (*a copy was provided to the Clerk*) and provided an overview of the court proceedings, the dependency flow chart and how the cases end. She continued by explaining the complexity of the rules and statutes that govern dependency cases and the amount of required trainings involved.

Upon inquiry from Chairwoman Fowler, Ms. Diehl affirmed the Department of Child Safety (DCS) places children all over the state and sometimes out-of-state.

Public Defender Sandra Diehl explained the Indian Child Welfare Act (ICWA) and statutes that require more than reasonable efforts with regards to reunification and/or severance.

Upon inquiry from Chairwoman Fowler, Legal Defender Arlington explained that DCS places children according to availability of foster placements around the state.

Supervisor Babbott explained that there is a shortage of people that are foster certified and able to take children.
Director of Juvenile Court Services Bryon Matsuda provided data related to the amount of dependency cases; highlighting data related to judicial workloads.

Court Appointed Special Advocates (CASA) Representative Nicole Snow spoke about visitation services provided by CASA to children of dependency cases and, the recommendations they provide to the Court after building relationships with the children.

Director Matsuda continued to review data related to dependency cases.

Public Defender Diehl briefly explained the need for continuing cases to allow more time for reunification and/or trials.

Judge Reed stated that dependency cases are very difficult cases with potential to have two trials within each case. The attorneys do extraordinary work for not nearly enough money to even do the jobs. The attorneys work above and beyond and are highly appreciated. There are many resource limitations and the courts that currently handle dependency cases have difficulties with scheduling.

Chairwoman Fowler noted the cases are difficult and painful and asked how staff takes care of themselves when dealing with theses day after day? Does the County provide enough services?

Legal Defender Arlington spoke about how all people deal with these matters differently, adding that she encourages staff to seek help dealing with the trauma, specifically through the EAP Program. Director Matsuda and Public Defender Diehl agreed and provided comments related to same.

Upon inquiry from Supervisor Ryan, County Manager Jayne thanked everyone for their amazing work and explained that during a recent meeting with Judge Slayton and Judge Reed, there was discussion around the pressures related to case loads and processes. There are efforts being made to bring everyone to the table to see how to have more comprehensive conversations and solutions.

Chairwoman Fowler noted everyone is moving in the right direction to review how these pieces will fit during budget discussions.

Judge Reed felt the Board could advocate at a statewide level for more in-home intervention resources at the beginning of a dependency. On the criminal side, there needs to be more advocacy for ways to deal with prosecution, such as more deferred prosecutions.

Supervisor Archuleta stated she was concerned about the entire system and had concerns that there is not enough time on judges’ calendars and yet, the cases are complex and require a lot of time and resources.

Criminal Justice Coordinating Council (CJCC) Coordinator Larry Henry commended everyone involved and spoke about the importance of efforts to collect data.
Supervisor Parks felt the information was very sad and stated there is a need to increase the expenditures to get more lawyers involved and increase the number of judges. He commended everyone for what they do as he does not feel like he could do it, he would probably lay awake at night.

26. Discussion and welcome to new Flagstaff City Manager, Greg Clifton. County Manager

County Manager James Jayne introduced the newly appointed Manager of the City of Flagstaff, Greg Clifton. He spoke about his work experience and community service.

Mr. Clifton addressed the Board and said it is an honor to be in Flagstaff. He looks forward to working with the Board.

Individual Board members welcomed Mr. Clifton to Flagstaff.

Supervisor Babbott expressed his support of the need for coordinated cooperation in addressing problems in the community. He looks forward to working with Mr. Clifton.

Supervisor Archuleta spoke about some of the historical projects the County and City have collaborated on and encouraged more meaningful meetings in continuing with tradition.

27. Presentation and discussion regarding a proposal received from Watchandwager.com Inc. for harness racing at Fort Tuthill County Park. Parks and Recreation

The Board did not address Item #27.

Motion: Enter executive session, Action: approve, Moved by: Supervisor Matt Ryan, Seconded by: Supervisor Jim Parks. The motion passed unanimously.

Chairwoman Fowler called for a break at 2:55 p.m. to allow time for the Board to reconvene in the Second Floor Conference Room to conduct executive session items 28 through 30.

Executive Session:

28. Consultation with attorneys for the Board to obtain legal advice regarding procedures for hearing appeal of alleged civil violation of County Abatement Ordinance. Pursuant to A.R.S. 38-431.03(A)(3) the Board may vote to enter executive session for this item. Board of Supervisors

Present: Chairwoman Lena Fowler, Vice Chair Jim Parks, Supervisor Elizabeth Archuleta, Supervisor Art Babbott, Supervisor Matt Ryan.

Also Present: County Manager Jimmy Jayne, Deputy County Manager Lucinda Andreani, Community Development Director Jay Christelman, Code Enforcement Officer Elizabeth Richardson, Contracted Attorney Patrice Horstman, Clerk of the Board Lindsay Daley.
Chairwoman Fowler started the discussion at 3:06 pm.

Chairwoman Fowler concluded this discussion at 3:30 p.m.

29. Discussion, consultation and possible direction with attorneys regarding potential litigation. Pursuant to A.R.S. 38-431.03(A)(3) & (4) the Board may vote to enter executive session for this item. **County Attorney**

**Present:** Chairwoman Lena Fowler, Vice Chair Jim Parks, Supervisor Elizabeth Archuleta, Supervisor Art Babbott, Supervisor Matt Ryan.

**Also Present:** County Manager Jimmy Jayne, Deputy County Attorney Rose Winkeler, Deputy County Attorney Brian Furuya, Deputy County Attorney Aaron Lumpkin, Deputy Sheriff Brett Axlund, Jail Commander Matthew Figuroa, Deputy Sheriff Tom Hover, Human Resources Director Erika Philpot, Risk Manager Margaret Penado, Clerk of the Board Lindsay Daley.

Chairwoman Fowler began this discussion at 3:33 p.m.

Chairwoman Fowler concluded this discussion at 4:00 p.m.

30. Discussion of County Clerk of the Board performance evaluation. Pursuant to A.R.S. 38-431.03 (A) (1), the Board of Supervisors may vote to enter executive session. **Board of Supervisors**

**Present:** Chairwoman Lena Fowler, Vice Chair Jim Parks, Supervisor Elizabeth Archuleta, Supervisor Art Babbott, Supervisor Matt Ryan.

**Also Present:** Deputy County Attorney Rose Winkeler, Human Resources Director Erika Philpot, Clerk of the Board Lindsay Daley.

Chairwoman Fowler began the discussion at 4:01 p.m.

Clerk of the Board Lindsay Daley was excused from the executive session and left at 5:05 p.m.

There being no further discussion, Chairwoman Fowler adjourned the meeting at 5:12 p.m.

**COCONINO COUNTY BOARD OF SUPERVISORS**

(SEAL)

Lena Fowler, Chair

**ATTEST:**

Lindsay Daley, Clerk of the Board of Supervisors
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Lindsay Daley, Clerk of the Board

SUBJECT: Consideration and possible action to ratify and/or approve warrants, electronic fund transfers, and other payments as listed on the agenda. An itemized list of the below-numbered claims is filed in the official records of the Coconino County Board of Supervisors.

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<tr>
<th>Run Date</th>
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RECOMMENDED MOTION:

Approve all warrants, electronic fund transfers and other payments as listed on the agenda.

BACKGROUND:

The Board has authority from Arizona Revised Statutes 11-251 to “examine, settle, and allow all accounts legally chargeable against the County, order warrants to be drawn on the county treasurer for that purpose and provide for issuing warrants.”

The agenda includes a statement that an itemized list of claims for payment is filed in the official record of the Coconino County Board of Supervisors. Due to a change in software, not all warrants, electronic fund transfers, and payments are listed on the agenda nor included in the packet and official records.

Additionally, the attachment to this staff report will be included in the meeting minutes in order to comply with ARS 11-217.D as best as possible; “The minutes shall include all demands and warrants approved by the board in excess of one thousand dollars and multiple demands and warrants from a single supplier or individual under one thousand dollars whose cumulative total exceeds one thousand dollars in a single reporting period.” Due to a change in the software, only a limited number of demands and warrants in excess of one thousand dollars and multiple demands and warrants from a single supplier or individual under one thousand dollars whose cumulative total exceeds one thousand dollars in a single reporting period are included in the minutes and official record.
ALTERNATIVES:

The Board could decide not to ratify and/or approve payments or could decide to ratify and/or approve a portion of the payments.

FISCAL IMPACT:

County budget funds for specific payments will be reduced by the amounts listed.

ATTACHMENTS:

1 - Staff Report
2 - WARRANT LISTING - 9-26-19
Warrant listing for 9/26/19 as required by ARS-11-217.D

The minutes shall include all demands and warrants approved by the board in excess of one thousand dollars and multiple demands and warrants from a single supplier or individual under one thousand dollars whose cumulative total exceeds one thousand dollars in a single reporting period.

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DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Michele Ralston, Executive Assistant to the Board of Supervisors

SUBJECT: Consideration and possible action to approve a Budget Adjustment from District 1 Community Initiatives account to District 1 Operations account for the purpose of hiring a paid Intern to assist the District 1 Supervisor.

RECOMMENDED MOTION:

Approve a Budget Adjustment from District 1 Community Initiatives account to District 1 Operations account for the purpose of hiring a paid Intern to assist the District 1 Supervisor.

BACKGROUND:

Coconino County Board of Supervisors District 1 proposes to hire a paid Intern to assist the District 1 Supervisor. This Budget Adjustment is a request to move $7,000 from District 1 Community Initiatives to District 1 Operations for the purpose of compensating the Intern.

ALTERNATIVES:

Not approve the Budget Adjustment request.

FISCAL IMPACT:

Transfer $7,000.00 from District 1 Community Initiatives to District 1 Operations.

ATTACHMENTS:

1 - Staff Report
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: James Jayne, County Manager

SUBJECT: Consideration and possible approval of the Second Amendment to the License Agreement with the Coconino Natural Resources Conservation District for the use of County property at Sawmill County Park.

RECOMMENDED MOTION:

Approve the Second Amendment to the License Agreement with the Coconino Natural Resources Conservation District.

BACKGROUND:

In 1999, the County entered into a License Agreement with the Coconino Natural Resources Conservation District to permit the District to use property at the Sawmill County Park for administrative offices and for an environmental education center (now named Willow Bend Environmental Education Center). The License permitted the District to construct a facility on the property and required the District to provide specified environmental education services within the County. The License was set to expire in May 2019. Prior to that expiration, the Board approved the First Amendment to the License that extended the term until October 15, 2019, so that the parties to complete negotiations of a revised agreement. The Second Amendment provides the District continued authority to operate its offices and Willow Bend on the property and continues to require the provision of environmental education services in the County.

ALTERNATIVES:

The Board could decline to approve the Second Amendment and permit the current License to expire. The Board could modify the proposed Second Amendment.
FISCAL IMPACT:

There is no anticipated fiscal impact to the approval of this Second Amendment to the License Agreement with the Coconino Natural Resources Conservation District.

ATTACHMENTS:

1 - Staff Report
2 - SECOND AMENDMENT TO AGREEMENT
The Second Amendment to The AGREEMENT is made this_______ day of____________ 2019.

BETWEEN:

COCONINO COUNTY, a political subdivision of the State of Arizona, having offices at 219 East Cherry Avenue, Flagstaff, Arizona 86001, its successors and assigns, (hereafter the “County”)  

AND  

COCONINO NATURAL RESOURCE CONSERVATION DISTRICT, a political subdivision of the State of Arizona, having its office at 703 East Sawmill Road, 86001, (hereinafter the “District”).  

WHEREAS:  

A. Coconino County owns and operates several county parks and recreation areas, including Sawmill County Park near the intersection of Lone Tree Drive and Sawmill Drive in Flagstaff, Arizona (hereafter the “Park”); and  

B. The District established Willow Bend Environmental Education Center (hereinafter “Willow Bend”), previously knowns as the Resource Center for Environmental Education;  

C. The parties entered into the Agreement in 1999 to allow the District to use a portion of the Park, as shown in Exhibit A (hereinafter the “Premises”) to locate a small building to use for administrative offices and education facilities;  

D. The District completed construction of the office building and has used the building in all manner consistent with the terms of the Agreement;  

E. The Agreement was set to expire in May 15, 2019, but was amended by the First Amendment to delay expiration until October 15, 2019;  

F. The District desires to continue to operate the building as an educational center and administrative office; and  

G. The County is willing to continue to allow the District to use the Premises under the terms set forth in this Agreement; and  

H. The County and the District intend to cooperate so as to continue to allow Willow Bend to offer and expand environmental education activities at the Park and other appropriate areas within the County.  

THEREFORE, in consideration of their mutual promises herein, the parties hereto agree to amend the Agreement in its entirety as follows:
1. The County hereby authorizes the District to continue to operate, and maintain, at the sole expense of the District, an administrative office and education facility upon the Premises, for the operation of Willow Bend, provided that the District complies with the following conditions throughout the term of this agreement:

   a. Any additional construction on the Premises, done during the term of the Agreement, shall comply with all applicable planning and zoning and building codes and ordinances and comply with the Uniform Building Code (UBC), Uniform Plumbing Code (UPC), Uniform Mechanical Code (UMC), National Electrical Code (NEC), Uniform Fire Code (UFC), and Americans with Disabilities Act of 1990, and their related standards as they apply. The District shall obtain all proper permits.

   b. The District shall submit a sealed and stamped set of construction plans and specifications and construction schedule, first to Coconino County Director of Parks and Recreation for preliminary approval, and then to the Board of Supervisors for review and final approval. Such plans and specifications shall be submitted no later than sixty (60) days prior to the planned construction commencement date. The District understands items to be reviewed shall include, but are not limited to, location, size, building materials, colors, architectural style, interior design, interior and exterior signage, and all other matters affecting public use, aesthetics, and safety of the improvements and Premises.

   c. The District shall complete any renovation, improvement, or construction project, at its sole expense, and shall use due diligence to complete all improvement projects in a timely manner. This expense shall include the cost of extending all utility services.

   d. The District shall maintain the building and Premises in a neat and clean, orderly, and safe condition and to the satisfaction of the County, and at the District's own expense.

   e. The District shall maintain sufficient funding for the proper care and maintenance of the Premises and improvements throughout the term of this Agreement.

   f. The District, through the operation of Willow Bend, will provide throughout the term of the Agreement, public programs whose topics will enhance public awareness for all age groups which shall include but not be limited to:

      i. Guided field trips for school groups which include activities at Saw Mill Park and the Rio de Flag;
      ii. Environmental educational programs;
      iii. Guided walks both within and outside of County parks, recreation, and natural areas;
      iv. Family events where participants can learn about environmental topics.
      v. Free community programs at least four (4) times a year.
g. The District shall provide adequate staff to operate the administrative offices and education facility on a regular schedule, approved by the County, and to provide such employees, agents, servants, and volunteers with adequate training to enable them to properly perform their duties.

2. The District is restricted, and shall prohibit Willow Bend, from constructing any additional improvements on the Premises or modifying the original County-approved Premises without prior approval, obtained as set forth in Section 1(b) of this agreement.

3. In the event the District fails to operate or maintain the Premises or improvements to the satisfaction of the County as conditioned in this Agreement, County may serve a sixty (60) day notice of material breach upon the District. The District shall have sixty (60) days from the date of the notice to correct the material breach. If the District fails to correct the material breach within the sixty (60) days, the Premises and improvements shall revert to the County as per Sections 12 and 13, below.

4. The County shall maintain Park related amenities, structures, landscaping, restrooms, and other features intended for public use and enjoyment. The District shall be responsible for the maintenance of exterior structures and features that exist for the purpose of its own, and Willow Bend’s, operations. By approval of the County Parks and Recreation Director, the District may utilize, and may allow Willow Bend to utilize, Park related amenities, structures, landscapes, restrooms, and other features for the purposes of environmental education.

5. The District will, at all times, indemnify, keep indemnified, defend, and save harmless the County and any of its agents, officials, and employees from any and all claims, demands, suits, actions, proceedings, loss, costs and damages of every kind and description including any attorney’s fees and litigation expenses which may be brought or made against or incurred by the County on account of loss of or damage to any property of or for injuries to or death of any person, caused by, arising out of, or contributed to in whole or in part, by reason of any alleged act, omission, professional error, fault, mistake, or negligence of the District, its agents, or representative in connection with or incidental to the use of the Premises by the District under this Agreement or arising out of Workers’ Compensation claims, or Unemployment Disability Compensation claims of employees of the District and its subcontractors or claims under similar such laws or obligations. The District’s obligations under this paragraph shall not extend to any liability caused by the sole negligence of the County or its employees.

6. The District will procure and maintain, from an insurance carrier acceptable to the County, a general liability insurance policy and provide a certificate of insurance evidencing coverages for amounts not less than One Million Dollars ($1,000,000.00) per occurrence, and One Million Dollars ($1,000,000.00) general aggregate. The certificate of insurance shall name the County an additional insured and shall specify that the insurance afforded by the District shall be primary insurance, and that any insurance coverage or self-insurance carried by the County, any department, agency, or employee of County shall be excess coverage and not contributory insurance to that provided by the
District. The policy shall be endorsed by the insurance carrier specifying that no major change in the coverage will be affected without written authorization of the County prior to termination of this Agreement. The conditions specified herein shall be satisfied and a certificate of insurance, which complies with the above requirements, shall be delivered to the Coconino County Risk Management Division, 219 East Cherry, Flagstaff, Arizona 86001 within ten (10) days of execution of this Agreement.

7. The term of this Agreement shall be twenty (20) years, from the execution date, as evidenced by the signatures below, unless sooner terminated pursuant to Section 12 or Section 13, below. The parties agree to review the Agreement as needed, but no less frequently than on or around the 5-, 10-, and 15-year anniversary of this Agreement.

8. The County shall have the right to transfer, assign, and convey, in whole or part, any or all of the right, title and interest in the Premises, provided such transferee, assignee, or grantee shall be bound by the terms, covenants and agreements herein contained, and shall expressly assume and agree to perform the covenants and agreements of the County herein contained.

9. The District shall not sublet the whole or any part of the Premise or improvements, nor assign or mortgage this Agreement or any interest therein (nor may this Agreement be assigned by operation of law) to any person whomever without the written consent of the County first had and obtained. Any attempt or purported assignment, mortgaging, or subletting shall constitute a material breach of this Agreement. Any consent given by the County shall not, in any way, release the District from any liability or obligation assumed under the terms of this Agreement. The County shall have no duty whatever to consent to any mortgage or sublease.

10. The District may allow Willow Bend to grant to other parties use of the building on an hourly or daily basis and retain the revenue to be used for building maintenance and upkeep.

11. This Agreement may be amended or terminated by written agreement of both parties. The County may terminate this Agreement as a result of a material breach of the Agreement as described in Section 3. The County may also terminate this Agreement in its sole discretion.

12. In the event the County terminates this Agreement for a material breach as specified in Section 3 of this Agreement, the ownership of the Premises and the improvements thereon will vest in the County in the manner specified in Section 13, below. In the event that the County terminates this Agreement for any reason other than a material breach, the ownership of the Premises and the improvements thereon will vest in the County and the County shall pay the District an amount equal to the appraised fair market value of the District’s improvements to the Premises. The County shall obtain an independent appraisal at the County’s expense and submit to the District within sixty (60) days of notice of termination for the District’s acceptance or request for arbitration.
13. Upon termination of this Agreement, ownership of the improvements upon the Premises by the District shall vest in the County. The District shall remove its displays, fixtures, and other personal property from the Premises and improvements within sixty (60) days of termination and restore the Premises and improvements to a condition acceptable to the County. Any display, fixture, or other property not so removed shall become the property of the County or shall be removed and disposed of by the County at its sole discretion. The District agrees to reimburse all removal and disposal costs incurred by the County within thirty (30) days of receipt of an invoice for those costs.

14. Any notice given in connection with this Agreement shall be given in writing and shall be delivered by hand or certified mail, return receipt requested, to the party at the party’s address shown below. Changes of address must be noticed in accordance with this paragraph.

COUNTY:  
Director, Coconino County Parks & Recreation Dept.  
2446 Fort Tuthill Loop  
Flagstaff, Arizona 86005

DISTRICT:  
Coconino NRCD  
703 East Sawmill Road  
Flagstaff, Arizona 86003

Clerk of the Board  
219 East Cherry Ave.  
Flagstaff, Arizona 86001

15. If any part of this Agreement shall be held unenforceable, the rest of the Agreement shall nonetheless remain in full force and effect.

16. The failure of either party at any time to require performance by the other party of any provisions hereof shall in no way affect the part’s subsequent rights and obligations under that provision. Waiver by either party of the breach of any provision hereof shall not be taken or held to be a waiver of any succeeding breach of such provision or as waiver of such provision itself.

17. The District shall comply with Title VII of the Civil Rights Act of 1964, as amended, the Age Discrimination in Employee Act of 1975 and Federal Executive Order No. 11246, State Executive Order No. 75-5, and A.R.S. 41-1461 et.seq., which mandates that all persons, regardless of race, color, religion, sex, age, national origin or political affiliation, shall have access to employment opportunities. The District shall comply with Section 503 of the Rehabilitation Act of 1973, as amended, which prohibits discrimination in the employment or advancement in employment of qualified persons because of physical or mental handicap. The District shall comply with Title 6 of the Civil Rights Act of 1964, as amended, which prohibits the denial of benefits of participation in contract services on the basis of race, color, or national origin. The District shall comply with the requirements of Section 504 of the Rehabilitation Act of 1973, as amended, which
prohibits discrimination on the basis of handicap in delivering contract services.

18. Before this Agreement shall become effective and binding upon the County, it must be approved by the Coconino County Board of Supervisors. In the event that the Coconino County Board of Supervisors fails or refuses to approve this Agreement, it shall be null and void and of no effect whatsoever.

19. The District has no authority to enter into contracts or agreements on behalf of Coconino County. Coconino County has no authority to enter into agreements on behalf of the District. This Agreement does not create a partnership between the parties.

20. This Agreement is subject to Arizona Revised Statutes Section 38-511. This Agreement may be cancelled if any person significantly involved in initiating, negotiating, securing, drafting or creating this Agreement on behalf of the County is an employee, consultant or agent of the District.

IN WITNESS WHEREOF, the parties hereto have executed this Second Amendment to the Agreement as of the date herein below indicated.

COCONINO COUNTY

By _________________________
Chair, Board of Supervisors

DATE:_____________________

Attest:

_________________________
Clerk of the Board

DATE:_____________________

COCONINO NATURAL RESOURCE CONSERVATION DISTRICT

By _________________________
Chairman, District Board of Supervisors

DATE:_____________________

Attest:

_________________________
Clerk of the Board

DATE:_____________________

Approved as to form:

_________________________
Deputy County Attorney
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Thomas Pristow, Health and Human Services Director

SUBJECT: Consideration and possible action regarding approval of Amendment 2 to Intergovernmental Agreement (IGA) DI19-002201, between Coconino County and Arizona Department of Economic Security (DES) in the amount of $2,021, and the corresponding Fiscal Year 2020 Budget Adjustment, to provide services under the Workforce Development and Opportunity Act.

RECOMMENDED MOTION:

Approve Amendment 2 to Intergovernmental Agreement (IGA) DI19-002201, between Coconino County and Arizona Department of Economic Security (DES) in the amount of $2,021, and the corresponding Fiscal Year 2020 Budget Adjustment, to provide services under the Workforce Development and Opportunity Act.

BACKGROUND:

Coconino County has managed workforce, education, economic development and job training programs with funds from the Federal government since 1978. The Workforce Innovation and Opportunity Act of 2014 (WIOA) is the main source of funding for these programs and is administered by the U.S. Department of Labor. WIOA funding appropriations are passed through the Arizona Department of Economic Security to local workforce development areas. Coconino County is the administrative entity and subrecipient of WIOA appropriations for the Coconino County Local Workforce Development Area.

WIOA helps job seekers succeed in the labor market by providing access to employment, education, training, and support services. Local Workforce Areas engage in employer services, with an emphasis on Career Pathways and Sector Partnerships, and matching employers with skilled workers needed to compete in global, national and local economies. WIOA promotes a job-driven approach to the training of primarily low-income individuals that increases employment entry rates, retention, and attainment of industry-recognized credentials. Re-employment services are provided to dislocated workers who have been laid off by no fault of their own. Rapid Response services are made available to employers that may be downsizing or closing their doors.
The U.S. Secretary of Labor may set aside up to .5% percent of discretionary WIOA appropriations for activities related to program integrity and .75% of most operating funds for evaluations. On September 9, 2019, the U.S. Department of Labor issued Training and Employment Guidance Letter (TEGL) 16-18, Change 1, to adjust the PY19/FY20 appropriated funding set aside for program integrity and evaluations for the purpose of re-allocating it to the states. Arizona Department of Economic Security is passing these allocation adjustments down to local workforce development areas. This IGA amendment accepts an allocation of $2,021 for PY19/FY20 Youth, Adult, Dislocated Worker, and Administration funding.

ALTERNATIVES:

The County may choose not accept these funds.

FISCAL IMPACT:

There is no impact to the County General Fund. The acceptance of these funds will increase the FY20 Health and Human Services Career Services budget and allow for the provision of additional workforce services to the community.

ATTACHMENTS:

1 - Staff Report
2 - DI19-002201 AMENDMENT #2
1. CONTRACTOR (Name and address)

Coconino County Board of Supervisors
110 E. Cherry Ave.
Flagstaff, Arizona 86001

2. CONTRACT ID NUMBER

DI19-002201

3. AMENDMENT NUMBER

2

4. THE PARTIES AGREE TO THE FOLLOWING AMENDMENT

Pursuant to Section 9.0 Manner of Financing, Paragraph 9.2 the purpose of this amendment is to increase fund balances for the following Program Year (PY) and Fiscal Year (FY):

<table>
<thead>
<tr>
<th>PY/FY</th>
<th>2019</th>
<th>AD Admin</th>
<th>YT Admin</th>
<th>DW Admin</th>
<th>AD Admin</th>
<th>DW Admin</th>
<th>Youth</th>
<th>Adult</th>
<th>DW</th>
<th>RR</th>
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<tr>
<td>PY 2019</td>
<td>110</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>FY 2020</td>
<td>66</td>
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<td>PY 2019</td>
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<tr>
<td>FY 2020</td>
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<tr>
<td>PY 2019</td>
<td>229</td>
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<tr>
<td>FY 2020</td>
<td>229</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

This is an increase of $2,021

The reimbursement ceiling is increased from $2,015,378 to $2,017,399.

Attachment B. Allocation by Program and Fiscal Year, updated 9/17/2019 is revised and attached and reflects all current totals by Program and Fiscal Year.
5. EXCEPT AS PROVIDED HEREIN, ALL TERMS AND CONDITIONS OF THE ORIGINAL CONTRACT AS HERETOFORE CHANGED AND/OR AMENDED REMAIN UNCHANGED AND IN FULL FORCE AND EFFECT. THE AMENDMENT SHALL BECOME EFFECTIVE ON THE DATE OF LAST SIGNATURE UNLESS OTHERWISE SPECIFIED HEREIN. BY SIGNING THIS FORM ON BEHALF OF THE CONTRACTOR, THE SIGNATORY CERTIFIES HE/SHE HAS THE AUTHORITY TO BIND THE CONTRACTOR TO THIS CONTRACT.

<table>
<thead>
<tr>
<th>6. ARIZONA DEPARTMENT OF ECONOMIC SECURITY</th>
<th>7. NAME OF CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIGNATURE OF AUTHORIZED INDIVIDUAL</td>
<td>SIGNATURE OF AUTHORIZED INDIVIDUAL</td>
</tr>
<tr>
<td>TYPED NAME</td>
<td>TYPED NAME</td>
</tr>
<tr>
<td>TITLE</td>
<td>Chair, Board of Supervisors</td>
</tr>
<tr>
<td>DATE</td>
<td></td>
</tr>
</tbody>
</table>

IN ACCORDANCE WITH ARS §11-952 THIS CONTRACT AMENDMENT HAS BEEN REVIEWED BY THE UNDERSIGNED WHO HAVE DETERMINED THAT THIS CONTRACT AMENDMENT IS IN APPROPRIATE FORM AND WITHIN THE POWERS AND AUTHORITY GRANTED TO EACH RESPECTIVE PUBLIC BODY.

<table>
<thead>
<tr>
<th>ARIZONA ATTORNEY GENERAL'S OFFICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BY:</td>
</tr>
<tr>
<td>ASSISTANT ATTORNEY GENERAL</td>
</tr>
<tr>
<td>DATE:</td>
</tr>
</tbody>
</table>

DI19-002201 A2

Rose Winkeler, Deputy County Attorney

ATTEST:

Lindsay Daley, Clerk of the Board
### DI19-002201 A1

<table>
<thead>
<tr>
<th>PY/FY</th>
<th>Year</th>
<th>Program</th>
<th>Amount</th>
<th>Begin Date</th>
<th>End Date</th>
<th>Final Expenditure / Cash Report Submission Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>PY</td>
<td>2018</td>
<td>AD Admin</td>
<td>$3,710</td>
<td>07/01/18</td>
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</tr>
<tr>
<td>PY</td>
<td>2018</td>
<td>YT Admin</td>
<td>$33,572</td>
<td>04/01/18</td>
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<td>DW Admin</td>
<td>$5,782</td>
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<td>AD Admin</td>
<td>$19,754</td>
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<td>Youth</td>
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<td>DW</td>
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<td>PY</td>
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<td>FY</td>
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<td>RR</td>
<td>$32,852</td>
<td>10/01/18</td>
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<td><strong>TOTAL</strong></td>
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<td></td>
<td>$942,675</td>
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</table>

Funding provided by U.S Department of Labor

**Note:** The final close out packet for the PY18/FY19 allocation is due to DES on or before 8/01/2021

### DI19-002201 A1 & A2

<table>
<thead>
<tr>
<th>PY/FY</th>
<th>Year</th>
<th>Program</th>
<th>Amount</th>
<th>Begin Date</th>
<th>End Date</th>
<th>Final Expenditure / Cash Report Submission Date</th>
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</thead>
<tbody>
<tr>
<td>PY</td>
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<td>06/30/21</td>
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<tr>
<td>FY</td>
<td>2020</td>
<td>RR</td>
<td>$37,987</td>
<td>10/01/19</td>
<td>06/30/21</td>
<td>August 15, 2021</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td>$1,074,724</td>
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</tr>
</tbody>
</table>

Funding provided by U.S Department of Labor

**Note:** The final close out packet for the PY19/FY20 allocation is due to DES on or before 8/01/2022
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Thomas Pristow, Health and Human Services Director

SUBJECT: Consideration and possible action to approve and accept a grant award from the Arizona Community Foundation of Flagstaff in the amount of $3,000, and corresponding budget adjustment, to extend seniors’ lives and quality of life with homecare services.

RECOMMENDED MOTION:

Consideration and possible action to approve and accept a grant award from the Arizona Community Foundation of Flagstaff in the amount of $3,000, and corresponding budget adjustment, to extend seniors’ lives and quality of life with homecare services.

BACKGROUND:

Community Services provides assistance to over 72 seniors monthly to assist them to live safely in their homes and avoid long-term care as well as increase the quality of life as well as reduce public cost. The savings on tax dollars thru this program averages to $1,577,816 annually. Homecare Services provides case-managed in-home assistance to avoid/delay institutionalized long-term care and cost ($53,018/year/low-income senior). Those eligible are lower income (typically averaging $763 per month or less), frail, isolated adults, without family or other support, deficient in at least two Activities of Daily Living (feeding, dressing, bathing, mobility), and needing help with heavy chores or services to maintain a clean, healthy, and safe home. Homecare aides provide 4hours/month/client (minimum): 1. Housekeeping (In-home cleaning, laundry, shopping, other chores clients cannot do), 2. Personal Care (Safe bathing, grooming, hygiene), and 3. Respite Care (2to4-hour caregiver break). CDC’s leading cause of injury and death in older Americans is falls, so Homecare is adding fall prevention education and exercise referrals.

ALTERNATIVES:

The alternative is to return the funding and request funding from the County General Fund or reduce the number of seniors that are provided services thru the homecare program
FISCAL IMPACT:

A budget adjustment of $3,000 is requested. The award is for homecare services 1342.34.3401.0000.0000.525.312060

ATTACHMENTS:

1 - Staff Report
2 - ACF GRANT AWARD
3 - BUDGET ADJUSTMENT
Organization: Coconino County Community Services
Program: Extending Seniors' Lives and Quality of Life with Homecare Services
Total Amount Awarded: $3000

Congratulations! You have been funded by the Arizona Community Foundation of Flagstaff and/or the Collaborator(s) as indicated below.

Arizona Community Foundation of Flagstaff $1000
Capstone Health Fund $
Ernest & Evelyn Chilson Fund $
Forest Highlands Foundation $2000
Geo Fund $
McClanahan Family Unrestricted Fund $

Collaborators listed below will issue their own check, separately.

American Society of Civil Engineers -
Northern AZ Younger Member Group $
Geile Charitable Fund $
Molly and Joseph Herman Foundation $
Northern Arizona Healthcare Foundation $
W. L. Gore & Associates, Inc. $

Congratulations!!

Be sure to thank your funders!
Mail acknowledgements to ACF of Flagstaff for routing: P.O. Box U, Flagstaff, AZ 86002

For questions, please contact Gwen Groth at 928-526-1956 or ggroth@azfoundation.org
Ms. Rosie Wear  
Coconino County Community Services  
2625 N. King St.  
Flagstaff, AZ 86004

September 9, 2019  
Re: Grant #20202161

Dear Ms. Wear:

I am pleased to enclose a check for $3,000.00 payable to Coconino County Community Services from the Arizona Community Foundation.

As stated in the letter of agreement, these funds are expressly earmarked for the “Extending Seniors’ Lives and Quality of Life with Homecare Services” proposal that was submitted to the Arizona Community Foundation of Flagstaff 2019 grant cycle.

Final reports are required for this award and can be accessed through your ACF grantee portal by logging into the portal, selecting the “My Reports” tab, and clicking “View” by the request. You can begin your report by selecting “Start Report”. Please submit your final report by 5:00 PM on Wednesday, September 23, 2020.

If you have any questions, please contact Gabriella Rabin, Competitive Grants Coordinator, at grabin@azfoundation.org or 602-682-2036.

Thank you for the important service you provide to our community. You have our best wishes for a successful program.

Sincerely,

[Signature]

Elisa de la Vara  
Chief Community Officer

EDLV:gr

By accepting this check your organization certifies to the Arizona Community Foundation that (a) no tangible benefit, goods or services were received by any individual or entities connected with the above-mentioned Arizona Community Foundation account, and (b) this donation will not be used by you to satisfy the payment of any pledge or other personal financial obligation on behalf of the donor(s).
## Home Care

<table>
<thead>
<tr>
<th>ACCOUNT</th>
<th>ACCOUNT DESCRIPTION</th>
<th>TYPE</th>
<th>ROLLUP</th>
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<tbody>
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<td>Private Grant</td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>1342.34.3401.0000.0000.671.401001</td>
<td>Regular Wages</td>
<td>E</td>
<td>R3402</td>
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</table>

**Total Revenue**

**Total Expenses**
<table>
<thead>
<tr>
<th>FY20</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 3,000.00</td>
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<td>$ 3,000.00</td>
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<td>$ 3,000.00</td>
<td></td>
</tr>
<tr>
<td>$ 3,000.00</td>
<td></td>
</tr>
</tbody>
</table>
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Thomas Pristow, Health and Human Services Director

SUBJECT: Consideration and possible action regarding approval of a budget amendment request to transfer funds in the amount of $7,200, from District 1 Community Initiatives to the Animal Management’s Arizona Companion Animal Spay and Neuter Program, for services provided by Arizona Humane Society at the District 1 Kaibab Estates West Spay and Neuter Event held on September 21, 2019.

RECOMMENDED MOTION:

Approve a budget amendment request to transfer funds in the amount of $7,200, from District 1 Community Initiatives to the Animal Management’s Arizona Companion Animal Spay and Neuter Program, for services provided by Arizona Humane Society at the District 1 Kaibab Estates West Spay and Neuter Event held on September 21, 2019.

BACKGROUND:

The budget adjustment request could not be made ahead of the event due to individual treatment required for each animal at the event.

Supervisor Babbott requested a free spay and neuter day for constituents within District 1, specifically targeting the Kaibab Estates West subdivision. The event offered free spaying or neutering to cats and dogs as well as free rabies vaccinations and free microchipping.

Arizona Humane Society provided the services through their full surgical mobile unit. Low cost prices were offered and agreed upon by Arizona Humane Society for services rendered. Expenses for the wages of one veterinarian, four veterinarian technicians, one driver, gas and hotel accommodations for one night in Williams the night before the event are included in the total cost.

ALTERNATIVES:

Animal Management funds could be used to remit payment; however, this would create a deficit as costs for this event were not budgeted.
FISCAL IMPACT:

This was a onetime event requested by Supervisor Babbott. This event cost was not included in the Animal Management Budget. The fiscal impact, if not approved, would be funds being used out of the District fund to cover the cost. Total impact on the district fund would be a decrease of $7,200. Budget amendment to transfer funds from District 1 Community Initiatives cost center 1001.32.3202.5751.0000.614.505252, to the Animal Management’s Arizona Companion Animal Spay and Neuter Program cost center 1290.31.3105.4775.0000.662.501011.

ATTACHMENTS:

1 - Staff Report
2 - KEW SIGNED MOU 2019 #1
3 - BREAKDOWN OF KEW EVENT 2019
This Memorandum of Understanding ("MOU") is entered into by and between The Arizona Humane Society ("AHS") and Public Health Services District Coconino County ("PHS"), in order to memorialize the agreement that will commence on Saturday, September 21, 2019 between 8:00 a.m. to 5:00 p.m.

AHS and PHS determined that it was in their mutual interest and consistent with the missions of each organization to enter into this MOU in order to work together to sterilize and vaccinate pets living in Kaibab Estates West. Through a concerted effort, this program will utilize the AHS mobile vehicle to travel to the Kaibab Estates West to vaccinate and sterilize up to thirty-five (35) pets.

Therefore, in consideration of the promises, payments, and agreements herein, to be made and performed by the parties here to, that parties mutually agree as follows:

**AHS services to PHS:**
The AHS agrees to provide to PHS the following services:
1. AHS mobile will travel to Kaibab Estates West on Friday, September 20, 2019 for the event on Saturday, September 21, 2019;
2. AHS staff will vaccinate up to 35 pets;
3. AHS staff will perform spay/neuter for up to 35 pets;
4. Provide PHS with an invoice within 5 business days following the event; and
5. AHS staff will microchip up to 35 pets, at the request of the owner.

**PHS services to AHS:**
PHS agrees to provide to the AHS the following services:
1. Coordinate appointment times with residents and communicate necessary pre-surgical information provided by AHS, such as feeding guidelines, cats arriving in carriers, consent for care, etc;
2. Provide a space for the mobile unit to be parked, with a power source; and
3. Submit timely payment to PHS upon receipt of invoice for travel costs incurred and service costs, as outlined below:

### Travel costs, estimated:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
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<tr>
<td>Total estimated transportation cost*</td>
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<tr>
<td>Estimated hotel accommodations* (closest appears to be Williams)</td>
<td>$750.00</td>
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<tr>
<td><strong>Grand total:</strong></td>
<td><strong>$4,138.80</strong></td>
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*estimate only; will equal cost incurred

### Service costs:

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<th>Service</th>
<th>Cost</th>
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<tr>
<td>Canine spay/neuter 2lb-50lb</td>
<td>$90</td>
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<tr>
<td>Additional lb. over 50lbs</td>
<td>$1.00/lb.</td>
</tr>
<tr>
<td>Pain injection</td>
<td>$5.00/animal</td>
</tr>
<tr>
<td>Cryptorchid inguinal</td>
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</tr>
<tr>
<td>Cryptorchid abdominal</td>
<td>$54/each side</td>
</tr>
<tr>
<td>Rabies</td>
<td>$12</td>
</tr>
<tr>
<td>DAZPP</td>
<td>$12</td>
</tr>
<tr>
<td>Microchip</td>
<td>$10</td>
</tr>
</tbody>
</table>
Yvonne Vieau, DCA  8/2/19
“PHS” Representative print name  Signature  Date

Veronica Kindig  9/26/19
“AHS” Representative print name  Signature  Date
Date: 9/25/2019

From: Sabrina Kelley Coconino County Health and Human Services, Animal Management Program Manager

Subject: Final Numbers for the Kaibab Estates West District 1 Spay and Neuter Event

14 Cats Altered = $840.00
21 Dogs Altered = $1,890
Extra Cost for dogs over 50lb was 173lb over = $173
Pain Medications = $175
31 Microchips = $310
33 Rabies Vaccinations = $396
1 DA2PP for a dog and 1 FVRCP = $24 (Animal Management will cover this cost)
Two dogs needing antibiotics due to more difficult surgery = $42 (Animal Management will cover this cost)

Total for surgical services = $3,850
Total for Travel cost = $4,138.80 (overtime wages $3,048.80, transportation cost $340 and hotel accommodations $750)

Grand Total = $7,988.80

Supervisor Babbott’s Proposed Contribution = $7,200
Animal Management’s Contribution = $788.80
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Lucinda Andreani, Deputy County Manager/Public Works Director

SUBJECT: Consideration and possible action regarding the approval to transfer funds from the Coconino County Emergency Reserve Fund to the Flood Control District in the amount of $1,450,000, to cover expenses incurred during the Museum Flood mitigation efforts.

RECOMMENDED MOTION:

Approve a transfer of funds from the Coconino County Emergency Reserve Fund to the Flood Control District in the amount of $1,450,000 to cover expenses incurred during the Museum Flood mitigation efforts.

BACKGROUND:

On September 24, 2019, the Flood Control District’s Board of Directors approved agenda item #28235, “Consideration and possible action regarding approving a transfer of funds from the Coconino County Emergency Reserve Fund to the Flood Control District in the amount of $1,450,000 to cover expenses incurred during the Museum Flood mitigation efforts.” We are now presenting to the Coconino County Board of Supervisors for consideration and approval of the same transfer from the General Fund to the Flood Control District.

On July 21, 2019, the Museum Fire in the Dry Lakes Area erupted. Most of the trees and vegetation within the 1,961-acre Museum Fire scar are now gone, so there is no organic material to provide both deflection and absorption of rainwater. In addition, the fire burned much of the soil in the Spruce Avenue Watershed. High intensity wildfires can leave soil “hydrophobic.” This means that, like a piece of glass, the soil is now unable to absorb water and will rapidly send rainwater downstream. 52% of the Spruce Avenue Watershed’s soils burned at high or moderate burn severity, which means they will act like a sheet of glass or slough off sheets of soil creating debris flows.

Based on the County’s experience with the Schultz post-wildfire flooding, the Federal Emergency Management Agency (FEMA) funded the County to conduct a post-wildfire flooding study of the entire county in 2015. The study identified the Spruce Avenue Watershed, the watershed burned by the Museum Fire, at risk for severe flooding after a wildfire. This was the case because of the steep slopes and poor, overgrown condition of the forest in the Dry Lakes
Area. The City of Flagstaff already had plans to thin and restore the forest in the Dry Lakes area, but unfortunately only 40% of that work was completed when the Museum Fire started. The model that was developed through the FEMA study was quickly updated and again projected that the downstream neighborhoods would be subject to severe flooding. Thus, the Flood Control District immediately began working with residents to install emergency flood mitigation measures.

The mitigation effort was largely funded by the Flood Control District. To date, this effort has incurred or encumbered expenses totaling $1.45M. Since this was unplanned and unbudgeted, the Flood Control District’s funding is tied up until more funding can be moved into its account. Therefore, the Flood Control District is requesting a transfer from Coconino County’s Emergency Reserve Fund to cover these expenses. The Flood Control District will reimburse the money when reimbursement from Arizona Department of Emergency and Military Affairs (AZDEMA) is secured. The Flood Control District is working with AZDEMA to secure a reimbursement estimated to be 75% of eligible expenses. Total costs are estimated to be $1.8M.

ALTERNATIVES:

The following alternatives are available to the Board of Supervisors:

- Deny the transfer request and use existing funding for FY20 to offset the Museum Fire flood mitigation efforts.
  - This would require postponing or cancelling other Flood Control District projects, including the Sinclair Wash/Mountain Dell project.

FISCAL IMPACT:

A transfer from the Emergency Reserve Fund will only cover costs already paid by the Flood Control District. This will allow budgeted projects to move forward.

ATTACHMENTS:

1 - Staff Report
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Jay Christelman, Community Development Director

SUBJECT: Public Hearing, consideration and possible action to approve Resolution 2019-35, adopting the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan and Coconino County’s adopted version of the Flagstaff Regional Plan 2030, Place Matters, and Adopting Design Review Guidelines for the Planning Area.

RECOMMENDED MOTION:

Approve Resolution 2019-35, adopting the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan and Coconino County’s adopted version of the Flagstaff Regional Plan 2030, Place Matters, and Adopting Design Review Guidelines for the Planning Area.

BACKGROUND:

The Bellemont Area Plan is an amendment to the Coconino County Comprehensive Plan and provides specific policy guidance for future development within this unincorporated community. This update is the first amendment to the original 1985 Bellemont Area Plan and is a substantial update to and will supersede that plan. Conditions in Bellemont have changed substantially since then, with rapid residential housing and population growth being the most notable changes. The Board of Supervisors initiated the current update in early 2017. Supervisor Matt Ryan assembled a group of 15 residents and property owners (called the Bellemont Area Plan Committee, or BAP) to oversee the process. The update process began in May, 2017 and concluded in early 2019.

ALTERNATIVES:

Deny the application

FISCAL IMPACT:

None
SUMMARY:

NOTHING

ATTACHMENTS:

1 - Staff Report
2 - RESOLUTION 2019-35
3 - STAFF EXECUTIVE SUMMARY
4 - PPT PRESENTATION
5 - DRAFT BELLEMONT AREA PLAN - 9/27/2019
RESOLUTION 2019-35

A RESOLUTION OF THE COCONINO COUNTY, ARIZONA, BOARD OF SUPERVISORS, ADOPTING THE UPDATED BELLEMONT AREA PLAN AS A MINOR AMENDMENT TO THE COCONINO COUNTY COMPREHENSIVE PLAN AND COCONINO COUNTY’S ADOPTED VERSION OF THE FLAGSTAFF REGIONAL PLAN 2030, PLACE MATTERS, REGIONAL PLAN 2030 FUTURE GROWTH ILLUSTRATION AND ADOPTING DESIGN REVIEW GUIDELINES FOR THE PLANNING AREA

WHEREAS, the Bellemont Area Plan is consistent with the goals and policies of the Coconino County Comprehensive Plan; and

WHEREAS, this area plan is an amendment to the Comprehensive Plan; and

WHEREAS, the area plan establishes goals and policies to serve as a guide for future development of the Bellemont area; and

WHEREAS, the area plan amends the Flagstaff Regional Plan 2030, Place Matters, Future Growth Illustration Map; and

WHEREAS, the Planning and Zoning Commission held duly noticed public hearings on June 26, 2019 and August 28, 2019 and recommended approval of the Bellemont Area Plan as outlined in Case No. AM-19-002; and

WHEREAS, a duly noticed public hearing was conducted by the Board of Supervisors on October 8, 2019 to consider adopting the Bellemont Area Plan; and

WHEREAS, the Area Plan recommends the establishment of a Design Review Overlay Zone and contains Design Review Guidelines.

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors hereby adopts the Bellemont Area Plan and establishes a Design Review Overlay Zone and Design Review Guidelines.

PASSED AND ADOPTED this 8th day of October, 2019.

AYES:
NOS:
ABSENT:
COCONINO COUNTY BOARD OF SUPERVISORS

Lena Fowler, Chairman

APPROVED AS TO FORM:

Rose Winkeler, Deputy County Attorney

ATTEST:

Lindsay Daley, Clerk of the Board
Date: October 8, 2019

To: Board of Supervisors

From: Community Development Department

Subject: Public Hearing and consideration of Case No. PZ-AM-19-002, to Adopt the Updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan and Coconino County’s adopted version of the Flagstaff Regional Plan 2030, Place Matters, and Adopting Design Review Guidelines for the Planning Area.

Executive Summary

Recommendation: The Planning and Zoning Commission recommends approval of PZ-AM-19-002, the draft Bellemont Area Plan, as presented.

Location: The Bellemont Area Plan is located 11 miles west of Flagstaff along Interstate 40.

Size: 3,200 acres

Zoning: PC (Planned Community) Overlay with underlying commercial, industrial and residential zones.

Supervisor District: 3, Matt Ryan

Applicant: Coconino County Community Development

Background Information

<table>
<thead>
<tr>
<th>Bellemont Area Plan On Site Land Uses and Zoning (in acres)*</th>
<th>Vacant</th>
<th>Developed</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Zoning (not including BNSF parcel)</td>
<td>74</td>
<td>76</td>
<td>150</td>
</tr>
<tr>
<td>Commercial Zoning</td>
<td>161</td>
<td>70</td>
<td>231</td>
</tr>
<tr>
<td>Industrial Zoning</td>
<td>140</td>
<td>47</td>
<td>187</td>
</tr>
<tr>
<td>Total Private Land</td>
<td>375</td>
<td>193</td>
<td>568</td>
</tr>
</tbody>
</table>

*All of Bellemont is within the Planned Community Overlay District
Bellemont Area Plan Surrounding Land Uses and Zoning

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North US Forest Service Land</td>
<td>A combination of Open Space and Conservation, and un-zoned land</td>
</tr>
<tr>
<td>South Camp Navajo, military base.</td>
<td>Not zoned</td>
</tr>
<tr>
<td>East US Forest Service Land</td>
<td>Not zoned</td>
</tr>
<tr>
<td>West US Forest Service Land</td>
<td>Not zoned</td>
</tr>
</tbody>
</table>

Area Plan Summary

The Bellemont Area Plan is an amendment to the *Coconino County Comprehensive Plan* and provides specific policy guidance for future development within this unincorporated community. This update is the first amendment to the original 1985 Bellemont Area Plan and is a substantial update to and will supersede that plan. The 1985 Plan characterized Bellemont’s “irregular parcel configurations and...close proximity to the freeway and nearby Santa Fe Railroad tracks” as detracting from the area’s “appeal for intensive residential development”, while enhancing the “area’s viability for limited commercial and light industrial uses”. Conditions in Bellemont have changed substantially since then, with rapid residential housing and population growth being the most notable changes. The Board of Supervisors initiated the current update in early 2017. Supervisor Matt Ryan assembled a group of 15 residents and property owners (called the Bellemont Area Plan Committee, or BAP) to oversee the process. The update process began in May, 2017 and concluded in early 2019.

The BAP’s primary vision for Bellemont’s future was to maintain Bellemont’s small town feel, quality of life and natural resources while promoting balanced growth that would bring desired amenities and services to the community. This Plan is the result of that vision.

The Bellemont Area Plan is within the sphere of the *Flagstaff Regional Plan 2030, Place Matters*, which follows the Flagstaff Metropolitan Planning Organization (FMPO) boundary. The Regional Plan was also adopted as an amendment to the Comprehensive Plan. Bellemont’s location within the County and in relation to the FMPO boundary is shown on the following Reference Map.
Notable Updates

The updated Area Plan is found in Attachment A. It contains a revised Future Land Use Map, or FLUM, with features such as current and future desired land uses, a Rural Activity Center and a Rural Growth Boundary, both identified by the Flagstaff Regional Plan, trail and bicycle linkages, adjacent Camp Navajo and surrounding open space. Interstate 40 created two separate regions in Bellemont that the
BAP identified as North Bellemont and South Bellemont. Although linked by the Bellemont Bridge, the two areas are distinctly different, with North Bellemont being primarily residential and South Bellemont the commercial and industrial hub, characteristics reflected on the FLUM.

The Plan also contains new Design Review Guidelines for the Area Plan. These will be adopted with this amendment and put into formal use when the Zoning Ordinance update is completed.

Important Issues by Chapter

Each chapter within the Plan contains an introduction and subsections followed by goals and policies related to that topic. The following is a summary of the issues addressed in the Plan chapters.

**Community Character.** This section describes Bellemont’s cultural and historic character, identifies community design reflected with a new Design Review Overlay District (DRO) and design standards for new commercial, industrial and multi-family development, including dark sky lighting.

**Community Services.** Adequate public utilities and infrastructure are basic requirements for future development. Bellemont is poised to accommodate additional commercial and industrial development.
because of its direct access to I-40 and the railroad, but requires the expansion of water resources in South Bellemont to support commercial and industrial growth there. Postal service, identified as an issue for Bellemont’s residents, is being addressed by a project that will relocate mail delivery from the Pilot Travel Center to cluster box units throughout the area.

Land Use, Growth and Development. Bellemont has a diverse mix of residential, commercial and industrial zoned land. Within the last decade a significant amount of commercial land has been rezoned to residential. Anticipating high residential demand continuing, this chapter outlines goals and policies to promote balanced residential and commercial growth, while protecting community character and natural resources.

The preferred growth scenario is to build out Bellemont’s current residential, commercial, and industrial land base. North Bellemont will continue to develop residential neighborhoods that will support new stores and restaurants located in the Rural Activity Center (RAC), identified on the Future Land Use Map. South Bellemont is the military, industrial, trucking, and traveler services hub that will utilize interstate travel and railway routes that provide infrastructure to commercial and industrial uses.

Natural Environment, Open Space, Parks, Trails and Recreation. Protecting the meadow environment, important wildlife habitat, a large flood zone that bisects Bellemont from north to south, and open space on adjacent Coconino National Forest are important to the community. Policies encourage protection of the flood zone by limiting development of it, evaluating and protecting animal migration routes, addressing construction on expansive (clay) soils, and maintaining connections to open space.

Public Safety. The community’s concern for addressing wildfire threats and establishing emergency action plans that address limited emergency egress routes, minimizing existing traffic conflicts with truck and passenger vehicle interactions in North Bellemont at the Shadow Mountain Road and Hughes Bridge intersection, and addressing truck queuing issues are some of the issues addressed in Public Safety.

Sustainability and Resilience. This section features strategies that could enable Bellemont to promote a sustainable future, in the areas of energy and water conservation, social connections and promoting a vibrant local economy. Because of its interdisciplinary approach, sustainability principles are woven throughout the Area Plan, and policies that support sustainability are marked with a unique symbol.

Transportation and Circulation. Issues related to traffic safety, ensuring safe pedestrian and bicycle routes along Bellemont’s public streets and between North and South Bellemont, supporting future development of US Bike Route 66, and promoting alternative commuter strategies for vanpool and carpools are identified in the Plan.

Water Resources and Wastewater Treatment. Water and wastewater services in North Bellemont are provided by a private company. South Bellemont’s properties utilize individual on-site wastewater systems, and are served water by either private wells or a small community water system. Expanding water and wastewater services to South Bellemont is a priority.
Design Review Overlay (DRO). Contributors to Bellemont’s community character include forest and scenic vistas, rustic rail-influenced industrial development, historic Camp Navajo buildings, Historic Route 66 commercial development, and recent commercial and residential development. These styles are reflected in the DRO sections addressing architectural styles, colors, site design, signs and lighting.

Analysis: Criteria for Approval of Comprehensive Plan Amendments

Two types of amendments, a major or minor amendment, can be made to the Comprehensive Plan. The criteria for approval of those amendments are found in the Comprehensive Plan and analyzed below. As a revision to an existing area plan, the update to the Bellemont Area Plan constitutes a minor amendment to the Comprehensive Plan. The Area Plan proposes the following two minor amendments, both meeting the criteria for approval of a minor amendment:

1. To adopt the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan, and to adopt Design Review Overlay guidelines.
2. To adopt a Minor Amendment to the Coconino County version of the Flagstaff Regional Plan 2030, Place Matters, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map.

<table>
<thead>
<tr>
<th>Bellemont Area Plan Compliance with Approval Criteria for a Minor Amendment to the Coconino County Comprehensive Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The amendment constitutes an overall improvement to the county.</td>
</tr>
</tbody>
</table>

*Analysis:* Bellemont is one of the fastest growing communities in the County. The revised Bellemont Area Plan responds to significantly changed conditions in the updated chapters, goals and policies, and with new Design Review Overlay guidelines. These updates reflect the values and vision of the Bellemont community and will inform current and future development projects.

| b. The amendment will not adversely impact a portion of the county or the existing character (visual, physical, environmental, and functional) of the immediate area. |

*Analysis:* Adopting the amended Plan will improve Bellemont’s visual, physical, environmental and functional character with new goals, policies and design guidelines that are unique to Bellemont.

| c. The amendment is supported by “Our Vision for the Future” and other goals and policies of the Plan. |

*Analysis:* The Plan utilized the Comprehensive Plan’s values for guidance in developing Bellemont’s vision, and the Comprehensive Plan provided background information for the Plan. This criterion is analyzed below under the Coconino County and Flagstaff Regional Plan Analysis.
d. The requested change benefits the county or a specific community.

*Analysis:* Benefits to Bellemont will be realized as the Plan’s vision, goals and policies are implemented when new development is built to follow the updated goals and policies. It will also benefit and inform the Regional Plan map with details about the Rural Activity Center.

e. Conditions have changed substantially since the last update; such conditions may involve surrounding land uses.

*Analysis:* The primary reason for initiating this update were substantially changed conditions in Bellemont since adoption of the 1985 Bellemont Area Plan, in particular land uses and growth patterns.

f. The subject property or concept was misinterpreted or overlooked in the Plan.

*Analysis:* This criterion is not applicable to this amendment.

g. The amendment will effectively help implement the Plan’s other goals or vision.

*Analysis:* This update contains a new implementation plan that is specific to Bellemont. As the Plan mirrors many of the Comprehensive Plan’s goals and policies, and because of the rapid growth in Bellemont, opportunities to implement the Comprehensive Plan goals and polices will occur in tandem with applying the Plan’s updated goals and policies to new developments.

h. The identified site is appropriate for the proposed use.

*Analysis:* Bellemont been an identified Area Plan community within the County since 1985. Slight modifications to the Plan boundary will not significantly change the original study area boundary.

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**Coconino County Comprehensive and Flagstaff Regional Plan Analysis**

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**Bellemont Area Plan Compliance with the Coconino County Comprehensive Plan Goals**

**Sustainability and Resiliency Goal:**

- Incorporate and support integrating the principles of sustainability and long-term community resilience and prosperity into future land use and development plans, as well as the actions and decisions of elected and appointed officials.

*Analysis:* The Plan contains a Sustainability and Resilience chapter following guidance from the Comprehensive Plan with goals and policies specific to Bellemont, and features a sustainability symbol throughout identifying goals and policies supporting sustainability.

**Natural Environment Goals:**

- Protect the integrity and resiliency of the natural environment with special attention to environmentally sensitive features.
Bellemont Area Plan Compliance with the Coconino County Comprehensive Plan Goals

- Conserve wildlife, their habitats, and movement corridors.
- Conserve and restore native plant communities while controlling populations of invasive weeds through prevention and environmentally responsible eradication.
- Improve forest and land health and promote the restoration of forest ecosystems.
- Protect soil resources and improve soil conservation practices.
- Improve the county’s air quality.

**Analysis:** Part of the Plan’s vision statement is dedicated to natural resources and environmental quality and states “[w]e value the natural landscape, unique ecological function of our meadow environment, water resources, and access to recreational opportunities on U.S. Forest Service (USFS) land”. The Natural Environment, Open Space, Parks, Trails, & Recreation chapter reflect this value and support goals to those of the Comprehensive Plan.

**Water Resources Goals:**

- To pursue and implement long-term management policies that ensure sustainable water supplies for future generations and the natural environment.
- Ensure a sustainable water supply for human communities while protecting natural systems.
- Coordinate with state, federal, and local resource management agencies to ensure sustainable management practices that preserve and improve the quality of surface water and groundwater.
- Provide guidance to residents, water providers, and potential water districts to help them develop sustainable supplies that are consistent with local and regional needs.
- Promote water conservation practices that include new technologies and methods to reuse water.

**Analysis:** Protection of existing and locating new water resources in Bellemont was a primary focus for the goals and policies in the Water Resource & Wastewater Treatment chapter, which reflect a strong commitment to maintaining long term water supply and protecting water quality.

**Land Use and Growth Goals:**

- Respond to the specific and varied land-use conditions found in Coconino County with creative policies and strategies that protect important community values.
- Ensure the conservation of open space for the environmental, social, and economic wellbeing of the county.
- Conserve working ranches, unfragmented landscapes, and the county’s rural character.
- Ensure a range of housing choices in a variety of communities that are well designed in terms of character, natural environment, and availability of services.
- Ensure that commercial development is well designed and appropriately located within communities and activity centers.
<table>
<thead>
<tr>
<th>Bellemont Area Plan Compliance with the Coconino County Comprehensive Plan Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increase creative and mixed land uses that result in self-sustaining communities and walkable and vibrant activity centers.</td>
</tr>
<tr>
<td>• Encourage the development of the industrial lands within the county, provided they are compatible with the policies of this Plan as sustainable employment centers, and maximize their strategic multimodal location.</td>
</tr>
<tr>
<td>• Minimize the impacts of public use / service land uses on the environment and community character.</td>
</tr>
<tr>
<td>• Concentrate development near existing infrastructure and services while conserving ecosystems and landscapes.</td>
</tr>
<tr>
<td>• Ensure that new development implements integrated conservation design practices.</td>
</tr>
<tr>
<td>• Coordinate capital improvements in a timely, orderly, and cost-effective manner.</td>
</tr>
<tr>
<td>• Ensure that every new development pays its fair share of costs associated with that development.</td>
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</table>

**Analysis:** The Plan supports the Comprehensive Plan’s goals in multiple ways, including Design Review Overlay standards that will be utilized to guide the design of new commercial, industrial and multi-family developments; policies that seek to protect existing commercial and industrial zoning to provide employment while sustaining a compatible mix of residential and neighborhood commercial; the newly designated Rural Activity Center intended to provide a focal point for the community and promote walking and biking; and a specific policy addressing long-term use and potential changes to surrounding National Forest land. Overall, the goals and policies in the Land Use, Growth and Development chapter support the Comprehensive Plan.

**Community Character Goals:**

| • Develop well-designed communities that promote rural character and conserve open space and natural resources while enhancing quality of life and economic vitality. |
| • Support the development of concentrated commercial and community land uses that meet residents’ needs. |
| • Promote coordination of land use planning with sovereign tribal nations related to development and resource protection. |
| • Protect the county’s historic, cultural, and architectural heritage. |
| • Conserve local heritage areas, cultural landscapes, and open space. |
| • Conserve and enhance the integrity of the county’s scenic resources and unique features. |
| • Protect, conserve, promote, and enhance scenic corridors. |
| • The County shall continue to be a world leader in the preservation of dark skies. |
| • Preserve natural quiet and work to mitigate and reduce the effects of noise pollution. |

**Analysis:** Multiple goals and policies in the Plan support the Comprehensive Plan’s community character. In addition to new Design Review Overlay standards, the Bellemont Plan supports dark...
Bellemont Area Plan Compliance with the Coconino County Comprehensive Plan Goals

- skies by applying Lighting Zone II to the entire planning area; policies encourage preservation and designation of potentially historic structures; and a representative for the San Juan Southern Paiute Tribe was a member of the update committee and helped to conduct a design session dedicated to understanding local ideas for development of the property owned by the Tribe.

Economic Development Goals:
- Create and maintain a sustainable standard of living and a high quality of life by recognizing the economic value of the natural systems and human capital within Coconino County. Through collaboration, continue to embrace economic, social, and environmental responsibility to build prosperous and livable places.
- Ensure that policies and regulations provide flexibility and support for emerging trends.
- Encourage and support business growth and sustainable business practices.
- Work with businesses to assess infrastructural needs and support improved infrastructure and systems throughout the county.
- Incorporate innovative planning techniques to encourage the development of compatible enterprises with neighboring land uses.

Analysis: Bellemont is unique as it contains a significant amount of commercial and industrial zoning, is located on a major transportation corridor (I-40), is close to Flagstaff, and has direct access to a railway. It is recognized as one of the County’s commercial and industrial hubs, but must balance development with a concern for protecting the environment and open space. Bellemont’s business community was invited into the update process, and the Plan contains numerous sections that inform economic development, including an inventory of existing businesses and industries; survey questions that asked about preferred businesses; sections that address economic and social sustainability; and discussion about the Rural Activity Center.

Parks, Open Space, Trails, & Recreation Goals:
- Plan for and provide a variety of recreational, cultural, historic, and educational opportunities throughout the county, in developed and future parks as well as natural areas.
- Provide for the conservation and stewardship of important natural areas and support the protection of other public lands that provide open space and recreation value.
- Enhance the existing regional system of trails by promoting more access and managed access between communities, public lands, and activity centers to create a network of linked open space, trails, and recreational areas.
- Build upon the cooperative opportunities between county, federal, and state agencies; sovereign tribal nations; cities; and private land managers to increase the outdoor tourism economy while conserving high-value natural and cultural resources in the county.

Analysis: The Plan’s Natural Environment, Open Space, Parks, Trails, & Recreation goals and policies directly support the Comprehensive Plan goals, particularly in identifying pedestrian and
bicycle linkages throughout the Plan, the future US Bike Route 66 alignment, and the need for partnerships in developing park facilities.

**Community Services Goals:**
- Promote the installation of utilities in a manner that is compatible with community character, scenic resources, and ecological conditions.
- Promote telecommunications service development while preserving the visual character of communities and landscapes.
- Reduce solid waste, minimize the impact of its disposal, and support and encourage recycling.
- Implement best practices associated with wastewater technologies or management.
- Prioritize the health and wellness of residents and visitors.
- Advocate, coordinate, and collaborate to create and increase access to effective and affordable educational opportunities.

**Analysis:** The Plan’s Community Service goals and policies support the Comprehensive Plan, and goes beyond by identifying the need for services to support aging in place, and acknowledging current needs for postal service improvements.

**Public Safety Goals:**
- Ensure emergency services and response to meet residents’ needs.
- Ensure safe, crime-free neighborhoods and communities.
- Provide for a high level of fire protection and safety.
- Reduce the threat of catastrophic wildfire in the W/UI.
- Avoid or mitigate the dangers posed by identifiable or predictable natural hazards.
- Maintain a high level of emergency preparedness to effectively respond to disaster and recovery efforts.

**Analysis:** These goals are directly supported by the Plan’s Public Safety chapter and the Implementation Plan’s number one task, which is to develop emergency action plans.

**Circulation Goals:**
- Maintain a circulation network that is safe, efficient, and complementary to local communities and the environment.
- Improve rural and regional transit service opportunities.
- Explore opportunities for increasing air service for residents, tourism and freight while minimizing the impacts on surrounding communities and the natural environment.
- Improve nonmotorized circulation networks and provide greater opportunity for alternative modes of travel.
- Ensure the quality design and development of circulation systems that include both motorized and nonmotorized modes of transportation.
### Bellemont Area Plan Compliance with the Coconino County Comprehensive Plan Goals

- Use best practices in the design and management of transportation infrastructure to minimize the impacts to soil, hydrology, and wildlife.
- Improve circulation infrastructure while protecting the environment and community character.
- Provide for safe travel and access to property.

**Analysis:** The Transportation & Circulation chapter was drafted based on the most current information regarding the new and ongoing public transportation projects in Bellemont.

### Energy Goals:

- Reduce energy consumption by increasing energy conservation and efficiency.
- Utilize wind and solar resources by encouraging distributed energy systems.
- Increase the use of technologies and strategies to reduce pollution, environmental degradation, and negative health impacts associated with energy production.

**Analysis:** These goals are directly supported by the goals and policies in the Sustainability & Resilience chapter, in particular policies that encourage energy efficiency in buildings, a particularly timely addition that anticipates new upcoming developments.

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### Bellemont Area Plan Compliance with, and Amendment to the Flagstaff Regional Plan, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map

**Regional Plan Land Use Goals:**

- Goal LU.1. Continue to enhance the region’s unique sense of place within the urban, suburban, and rural context.
- Goal LU.2. Balance housing and employment land use needs with a desire to preserve and protect our unique natural and cultural setting.
- Goal LU.3. Provide for the public services and infrastructure.
- Goal LU.4. Apply compact development principles to achieve efficiencies and open space preservation.
- Goal LU.5. Balance future growth with available water resources.
- Goal LU.6. Provide for a mix of land uses.

**Analysis:** The Bellemont Area Plan supports an amendment to the Regional Plan 2030 Future Growth Illustration Map. This change specifically modifies the rural growth boundary to match that of the Plan boundary, and removes the “suburban – future” hatching symbol. The hatching was placed on a Forest Service parcel that was the subject of a denied land exchange request. Any future land exchanges will be based on a new parcel configuration. The hatching is to be
Bellemont Area Plan Compliance with, and Amendment to the Flagstaff Regional Plan, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map

replaced with a “floating symbol” indicating that there is potential for future suburban use on an undetermined portion of Forest Service land, if it met the goals of the Plan and Policy LU.1.

**Regional Plan Suburban Areas Goal:**

- **Goal LU.11.** Increase the variety of housing options and expand opportunities for employment and neighborhood shopping within all suburban neighborhoods.

  **Analysis:** As seen on the REVISED Flagstaff Regional Plan 2030 Future Growth Illustration Map, this amendment removes “Suburban – Future” hatching shown on a location specifically identified for future suburban housing, but does not preclude additional housing options, as the hatching is replaced with a symbol and notation that suggests future housing options would be considered on an appropriate site that would be determined in the future, based on a specific land exchange proposal.

**Regional Plan Activity Centers and Corridors Goals:**

- **Goal LU.16.** Develop activity centers at pedestrian and transit-oriented locations and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.

- **Goal LU.17.** Develop a manageable evolution of the main corridors into contextual place makers for the community.

  **Analysis:** The Plan directly supports these goals by locating the Regional Plan-identified RAC.
Public Comment

The draft Area Plan has been posted for public comment on the Planning and Zoning Department webpage. Staff received two comments regarding the draft document, one in regard to train whistle noise, and the second identifying several issues, including the single access route in and out of Bellemont, forest health, snow removal and road closures, and traffic safety. See Exhibit D for the comments and response to each.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission held two public hearings (June 26, 2019 and August 28, 2019) on the draft Bellemont Area Plan. Based on the Plan meeting the Criteria for Approval of Comprehensive Plan Amendments, the Commission recommended that the Board of Supervisors approve PZ-AM-19-002, to include the following minor amendments to the Comprehensive Plan:
1. To adopt the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan, and to adopt Design Review Overlay guidelines.

2. To adopt a Minor Amendment to the Coconino County version of the Flagstaff Regional Plan 2030, Place Matters, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map.

See Exhibit B, excerpt from the draft August 28, 2019 Planning and Zoning Commission hearing minutes.

**Recommended Motion**

To approve Resolution 2019-35 adopting the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan, and to Coconino County’s adopted version of the Flagstaff Regional Plan 2030, Place Matters to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map, and Adopting Design Review Guidelines for the Planning Area.

Respectfully submitted,

Jess McNeely, AICP, Assistant Director

Prepared by Melissa Shaw, AICP, Long Range Planner

**Attachments**


Exhibit B: Planning and Zoning Commission Minutes (August 28, 2019 draft)

Exhibit C: Public Comments

Exhibit D: Resolution 2019-35
Coconino County Planning and Zoning Commission
Meeting of August 28, 2019
Board of Supervisors’ Meeting Room
County Administrative Center
219 East Cherry
Flagstaff, Arizona

Members Present
Tammy Ontiveros – Madame Chair
Don Walters – Vice Chair
Sat Best
Ray Mayer
John Ruggles
Tyanna Burton
Mary Williams
Jim Clifford

Members Absent

Staff Present
Jay Christelman, Director
Jess McNeely, Assistant Director
Bob Short, Principal Planner
Zach Schwartz, Sr. Planner
Aaron Lumpkin, County Attorney
Marty Hernandez, Recording Secretary

Madame Chair Ontiveros called the meeting to order at 5:31PM. She noted procedures to the audience.

I. PLEDGE OF ALLEGIANCE

II. APPROVAL OF MINUTES

July 31, 2019

MOTION: Commissioner Ruggles made the motion to approve the minutes once the typographical error was corrected.
SECOND: Commissioner Williams seconded.
ABSTAINED: Commissioner Walters abstained.
DISCUSSION: NA
VOTE: The motion passed unanimously.

III. PUBLIC HEARINGS

1. Case No. AM-19-002: A Minor Amendment to the Coconino County Comprehensive Plan and Coconino County’s adopted version of the Flagstaff Regional Plan 2030,
Place Matters, to adopt the updated Bellemont Area Plan. This case was continued from the June 26, 2019 hearing.

STAFF: Mr. McNeely gave a PowerPoint presentation. Mr. McNeely asked the people that have worked on the plan to stand and be recognized. Mr. McNeely summarized the Plan and recommended that the plan be approved with the minor amendments to the Comprehensive plan, which are to adopt the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan with revisions to policies LU.1 and NE.22 and to adopt the Design Review Overlay guidelines and to adopt a Minor Amendment to the Coconino County version of the Flagstaff Regional Plan 2030, Place Matters, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map.

APPLICANT: NA
PUBLIC: No one from the public spoke.
COMMISSION: All commissioners support the plan and the policy changes.
MOTION: Commissioner Ruggles made the motion to approve AM-19-002 as follows: To recommend approval of PZ-AM-19-002, the Bellemont Area Plan, with suggested policy changes to LU.1 and NE.22 as written in this report, to the Board of Supervisors and to include the following minor amendments to the Comprehensive Plan:
1. To adopt the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan, with staff recommended revisions to policies LU.1 and NE.22, and to adopt Design Review Overlay guidelines.
2. To adopt a Minor Amendment to the Coconino County version of the Flagstaff Regional Plan 2030, Place Matters, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map.
SECOND: Commissioner Mayer seconded the motion.
DISCUSSION: NA
VOTE: The vote was unanimous.

2. Case No. CUP-19-032: A request for a Conditional Use Permit for a 4,000 sq. ft accessory structure on a 2.05-acre parcel in the RS-40,000 (Residential Single-Family, 40,000 sq. ft. minimum parcel size) Zone. The property is located at 11715 Homestead Lane in Timberline and is identified as Assessor’s Parcel Number 301-87-015A.

Property Owner: Clarence and Susan Collins Revocable Trust, DTD, Flagstaff, AZ
Applicant: Clarence Collins, Flagstaff, AZ
County Supervisor District: 2 (Elizabeth Archuleta)

STAFF: Mr. Short gave a PowerPoint presentation and stated staff could make the findings with recommendations of the four conditions stated in the staff report.
DISCUSSION: Commissioner Ruggles stated that his wife was the only one to attend the neighborhood meeting. He wanted to disclose that information. He thought it would not have been appropriate for him to be at the neighborhood meeting.
APPLICANT: Clarence Collins of Flagstaff, AZ. Mr. Collins agreed with the staff report.
PUBLIC: NA
## Exhibit C: Public Comments on Draft Bellemont Area Plan

<table>
<thead>
<tr>
<th>Comment</th>
<th>Staff response</th>
</tr>
</thead>
<tbody>
<tr>
<td>My wife and I just wanted to share the single most pressing issue for our family, having infant children, is the noise created by the train whistles at night (10PM-6:00AM) virtually every night, through out the night. This is the only reason we would ever consider relocating outside of Bellemont. If there is anything we can do to work with BNSF Railroad to consider introducing a quiet zone (not using whistles) in the proximity of Bellemont, that would be great. Thank you. Dr. Carlos Calderon</td>
<td>The Area Plan supports addressing this issue in the Community Character chapter, under Policy CC.17, the Natural Quiet Goal.</td>
</tr>
<tr>
<td>I have been to some of these meetings and while I understand that there are a lot of opinions, some concerns are unanimous</td>
<td>Noted.</td>
</tr>
<tr>
<td>We NEED another way out of Bellemont before there is anymore residential development is okayed.</td>
<td>The Area Plan acknowledges the hazards posed by the single primary route in and out of Bellemont in the Public Safety chapter, policy PS.5, and in the Implementation Plan. Implementation task #1 is to &quot;develop emergency action plans for the entire Bellemont community, specifically identifying emergency access routes.</td>
</tr>
<tr>
<td>The county needs to work with the USFS to have the forest thinned and maybe a prescribed burn. The pine needle layer back there is scary.</td>
<td>The Area Plan addresses forest health in the Public Safety goals and policies.</td>
</tr>
<tr>
<td>And this might seem petty but the no parking on the street AT ALL for 6 to 7 months of the year is ridiculous. We all know that the law about parking was for the snow players but we do not have that issue here in Bellemont. We know not to park on the street when it’s snowing and the plows need to come through. The overbearing enforcement that occurred last year was rude and made quite a few residents very angry. Do deputies in the largest county in the US have nothing better to do then knock on doors (with no snow in the forecast) three days before Christmas and demand that people move their cars. Seriously, they stood and waited for the cars to be moved. Not exactly the best of community relations.</td>
<td>Throughout the Area Plan process Coconino County Public Works was repeatedly commended for excellent snow removal services. This comment may also reflect a subdivision requirement, and was not an issue raised during this process.</td>
</tr>
<tr>
<td>I say keep Bellemont small until the traffic situation and the water issue are resolved</td>
<td>Traffic issues and solutions are addressed in the transportation and circulation chapter, and construction for the new roundabout is planned to begin next year.</td>
</tr>
</tbody>
</table>
Bellemont Area Plan Update
PZ-AM-19-002
Public Hearing

Board of Supervisors
October 8, 2019
Bellemont Overview

- Planning area is 3,200 acres
- Private land is 568 acres (58 acres owned by San Juan Southern Paiute Tribe)
- Mix residential, commercial, industrial zoning
- Population in 2017 approximately 850
- Current plan adopted in 1985 and there have been significant changes since...
Community Development Resolution 2019-35 Public Hearing adoption of the updated Bellemont...
Bellemont Area Plan Update Committee and staff
Bellemont Area Plan Update Process Summary

- Supervisor Ryan formed 15-member committee; met during 20 monthly meetings
- Focus group identified issues and vision
- Technical presentations from agency experts and planners to inform plan background
- Community survey
- Chapter by chapter review of goals and policies
- Result is a significant update to the 1985 Plan
Bellemont Area Plan Summary

The updated plan has:

- 8 chapters +
- Design Review Overlay
- Revised future land use map (FLUM)
- Implementation plan
Engaging Bellemont

- Community participated during meetings and at 2 open houses
- Community survey = 25% participation
- Large email list
- Agenda and meeting notification
- Posted flyers at community mailbox
- Social media
Community Character and Values

... Bellemont is a diverse community fostering a quaint, small-town feel and known for its close-knit social connections. It successfully supports a neighborhood commercial center, industrial and military uses, highway traveler services, and tourist destinations, while simultaneously protecting animal habitat and migration routes.
Growth, Development and Partnerships

The community of Bellemont supports responsible growth that carefully integrates new development with the environment and the small-town community values...resiliency to weather challenges and our diverse community. Partnerships ... create a strong and diverse economy serving travelers, businesses, and residents.
Natural Resources and Environmental Quality

... We value the natural landscape, unique ecological function of our meadow environment, water resources, and access to recreational opportunities on U.S. Forest Service (USFS) land. Protect, conserve and reuse whenever possible. Wastewater treatment systems will ensure protection of our community water system and recreational assets.
Bellemont Area Plan Update

Vision

Transportation

...continually modernized to mitigate truck and auto traffic issues and to provide multi-modal opportunities. Public safety and snow removal are a priority for our transportation system. Bicycle and pedestrian paths and crossings ... Recreation areas and a trail system are easily accessible and should be preserved.
Bellemont Area Plan Update

Issues Summary

Maintain Bellemont’s small town feel, quality of life and natural resources while promoting balanced growth to bring desired amenities and services to the community.

Community Character: historic elements, industrial (south), residential (north) Camp Navajo and rail influence = design + dark sky

Community Services: water to south Bellemont; postal service
Bellemont Area Plan Update

Issues Summary

Land Use, Growth & Development: “Build out Bellemont”; plan for USFS land exchanges; identify rural activity center

Natural Environment, Open Space, Parks, Trails, Recreation: Protect meadow, habitat, floodplain, open space connections
Bellemont Area Plan Update

Issues Summary

**Public Safety:** Wildfire, emergency egress and planning, traffic conflicts with trucks

**Sustainability & Resilience:** Energy & water conservation, social connections, local economy.
Bellemont Area Plan Update

Issues Summary

Transportation & Circulation: Traffic safety, bicycle and pedestrian facilities, connect north and south, US Bike Rt. 66, commuter options

Water Resources & Wastewater Treatment: Extend water and wastewater to South Bellemont
Some issues are being addressed with concurrent transportation and public service projects:

- Shadow Mountain Road Roundabout
- Bellemont I-40 Bridge replacement
- USPS Cluster Box Unit
- JLUS
Bellemont Area Plan Update Implementation Plan

<table>
<thead>
<tr>
<th>Priority</th>
<th>Implementation Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop emergency action plans for the entire Bellemont community, specifically identifying emergency access routes.</td>
</tr>
<tr>
<td>2</td>
<td>Ensure all Bellemont addressing is 911 compliant for accurate and timely emergency response.</td>
</tr>
<tr>
<td>3</td>
<td>Complete the location and installation of USPS cluster boxes throughout Bellemont.</td>
</tr>
<tr>
<td>4</td>
<td>Seek commitments to provide utilities for future development throughout Bellemont.</td>
</tr>
<tr>
<td>5</td>
<td>Seek amendments to the Coconino County version of the Regional Plan to align Regional Plan maps with the Area Plan Future Land Use Map and policy recommendations.</td>
</tr>
</tbody>
</table>
Minor Amendment Details

• Bellemont Area Plan is an amendment to the Comprehensive Plan; changes are a “minor amendment”

• The Future Land Use Map (FLUM) modifies the Flagstaff Regional Plan Rural Growth Boundary; also a minor amendment

• New Design Review Guidelines will be noticed with and as an amendment to the Zoning Ordinance
Future Land Use Map (FLUM)

- Modifies 1985 map and depicts desired future conditions
- Elements from Regional Plan Future Growth Map
  - Rural Activity Center (RAC)
  - Rural Growth Boundary
- Pedestrian connections
Bellemont Area Plan: Future Land Use Map

- Public/Semi-Public Services
- Residential
- Open Space & Natural Resources
- Rural Activity Center
- Industrial & Trucking
- Commercial, Retail, Lodging, & Mixed Use
- BNSF Parcels
- Right Of Way
- Parcels
- Camp Navajo
- Natural Gas Transmission Line
- Flood Zones

Potential Future Suburban Residential
1/4 Mile Pedestrian Shed
Historic Route 66
Round-A-Bout
Rural Growth Boundary
Area Plan Boundary
Railroads
Pedestrian Linkage (Proposed)
US Bike Route 66 (Future)
Travel, Truck, & Commercial
Campground, RV Parks, & Manufactured Homes

Service Layer Credits: Copyright 2019 National Geographic Society, Inc.
Regional Plan Future Growth Illustration Map Changes

• Regional Plan sphere is FMPO boundary

• Rural Growth Boundary is modified to follow Area Plan north, west and south boundary

• Suburban – Future Hatching removed and replaced with a “floating symbol” labeled as “potential future suburban residential”, and supported by Policy LU.1
Regional Plan Future Growth Illustration Map Changes

Current

Proposed
Minor Amendment Approval
Criteria

a. The amendment constitutes an overall improvement to the county

b. The amendment will not adversely impact a portion of the county or the existing character (visual, physical, environmental, and functional) of the immediate area

c. The amendment is supported by “Our Vision for the Future” and other goals and policies of the Plan

d. The requested change benefits the county or a specific community
e. Conditions have changed substantially since the last update; such conditions may involve surrounding land uses

f. The subject property or concept was misinterpreted or overlooked in the Plan

g. The amendment will effectively help implement the Plan’s other goals or vision

h. The identified site is appropriate for the proposed use
Public Comment on the Draft

- Train whistle noise
- Access in and out of Bellemont
- Forest Health
- Snow removal and road closure
- Traffic safety

All issues are addressed in the draft Plan as policies and in the text. Snow removal is a priority for the community, and Public Works was complimented about snow removal service throughout the process.
The Planning and Zoning Commission held two public hearings, in June and August, 2019. In June, item was continued to ask:

Should the Bellemont Area Plan boundary be expanded west to include the cinder mine parcel and adjoining US Forest Service land?
BAP Recommendation

• Do not expand the Bellemont Area Plan boundary
• Address future expansion in text and policies:

**NEW POLICY LU.17**. Support a potential Area Plan amendment to expand the Area Plan boundary west to encompass the 117-acre cinder mine parcel and contiguous US Forest Service land, located along the unmaintained portion of Route 66 accessed through South Bellemont, if the proposed use of the parcel meets the vision and goals of this area plan, provides employment opportunities, and increases Bellemont’s industrial base.
The Planning and Zoning Commission recommended that the Board of Supervisors approve PZ-AM-19-002, to include the following minor amendments to the Comprehensive Plan:

- To adopt the updated Bellemont Area Plan as a Minor Amendment to the Coconino County Comprehensive Plan, and to adopt Design Review Overlay guidelines.
- To adopt a Minor Amendment to the Coconino County version of the Flagstaff Regional Plan 2030, Place Matters, to amend the Flagstaff Regional Plan 2030 Future Growth Illustration Map.
Questions?
Bellemont Area Plan Update
Public Hearing Review Draft
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Acknowledgements

Bellemont Area Plan Committee
Lee Antonides
Emilly Borthwick-Wong, Ed.D.
Tony Carrozzino
Jack Conovaloff
Terry Fallon
Andrew Follett (Chair)
Col. Raymond Garcia
Elissa Gonzalez-Olson
Lonnie McCleve
Mike Mongini
Mike Nesbitt
Howard Shanker
Greg Skinner
Linda Skinner
John Sutherland

In Memoriam
Gary Bulechek

Coconino County Planning and Zoning Staff
Jason Christelman, Director
Rachel Davis, Planner
William “Jess” McNeely, AICP, Assistant Director
Zach Schwartz, Senior Planner
Melissa Shaw, AICP, Long Range Planner
Bob Short, Principal Planner

Coconino County Planning and Zoning Commission
District 1, Sat Best
District 1, Mary Williams
District 2, Ray Mayer
District 2, John Ruggles
District 3, Tyanna Burton
District 3, Tammy Ontiveros
District 4, Jim Clifford
District 4, Don Walters (Chair)

Coconino County Board of Supervisors
District 1, Art Babbott (Chair)
District 2, Liz Archuleta
District 3, Matt Ryan
District 4, Jim Parks
District 5, Lena Fowler (Vice-Chair)
**Special Project Assistance**
Blake Berner, Coconino County, Geographic Information Systems (GIS)
Scott Carey, Coconino County GIS
Areina Contreras, Interim Assistant to Supervisor Matt Ryan
Helen Costello, Coconino County GIS
Tim Dalegowski, Coconino County Public Works
Lindsay Daley, Coconino County Clerk of the Board
Samantha Dinning, Coconino County GIS
Ramona Doerry, Assistant to Supervisor Matt Ryan
Gregory Nelson, Assistant to Supervisor Matt Ryan

**Agency Representatives and Technical Assistance**
Amanda Acheson, Coconino County Sustainable Building Program
Lucinda Andreani, Coconino County Public Works
Sara Dechter, AICP, City of Flagstaff
Marc Della Rocca, Coconino County Public Works
Tanveer Faiz, Arizona Department of Environmental Quality
Hannah Griscom, Arizona Game and Fish
Bob Kuhn, Flagstaff Unified School District
Julie Leid, Peak Engineering
Mike Lopker, Coconino County Public Works
Lee Luedeker, Arizona Game and Fish
Kit MacDonald, Coconino National Forest
Audra Merrick, Arizona Department of Transportation
David Monihan, Coconino County Environmental Quality
Kate Morely, AICP, NAIPTA
Cynthia Nemeth, Coconino County Parks and Recreation
Bridget Roth, Coconino National Forest
Karen Shanafelt, Arizona Department of Environmental Quality
Nina Schmidt, Coconino County Sustainable Building Program
John Stigmon, EconA
Linda Taunt, Arizona Department of Environmental Quality
Chris Tressler, Coconino County Public Works
Gerry Walker, Arizona Department of Water Resources
David Wessel, Flagstaff Metropolitan Planning Organization
Todd Whitney, Coconino County Emergency Management
Erika Wiltenmuth, Coconino County Sheriff’s Office
Joelle Wirth, Coconino County Environmental Quality

**Editing and Design**
Anne Marie Mackler, Wordsmith, Technical Editing

**Photographic Credits**
Andrew Follett, Chair, Bellemont Area Plan Committee
Bob Short, Principle Planner, Coconino County
Executive Summary
The Bellemont Area Plan (Area Plan) is an amendment to the Coconino County Comprehensive Plan, and provides specific policy guidance for future development within this unincorporated community. Bellemont has experienced significant growth since the original Area Plan was adopted in 1985, and this Area Plan is a substantial update to and supersedes that plan.

The update was guided by the Bellemont Area Plan Update Committee (BAP), a diverse committee of Bellemont residents and property owners that were invited by Supervisor Matt Ryan to participate in the process. During monthly meetings beginning in May, 2017, the BAP worked with planning staff to gather background information, and identify planning and development issues that would inform the direction of the plan. Presentations by agency and local experts, and input by the Bellemont community from a survey and open houses provided the background for the new vision statements, goals and policies written in this document to direct the future of Bellemont.

One of the primary concerns of the BAP was to maintain Bellemont’s small town feel, quality of life and natural resources while promoting balanced growth that would bring desired amenities and services to this community. The BAP also recognized that Bellemont has two distinct sections divided by Interstate 40. North Bellemont is primarily residential, while South Bellemont is the commercial and industrial hub. Issues facing North and South Bellemont are addressed within the eight topic chapters of the Area Plan. Each chapter contains an introduction and subsections that are followed by goals and policies related to that topic.

The goals establish general direction for the County’s decision-making processes, and the policies identify specific ways to achieve those goals. Some of the policies are County-specific actions while others are oriented to encourage public agencies or the community to take steps toward those goals.

Within the context of ongoing growth in Bellemont, the BAP also formulated an Implementation Plan that identifies the top five priority implementation projects, or tasks, to be accomplished within specific time frames. The priority projects were prioritized during a January, 2019 open house and are key strategies to seeing the Area Plan’s vision become reality.

Other highlights of the Area Plan feature a revised Future Land Use Map. This map identifies the present and future desired land uses within Bellemont, and contemplates direction from the Flagstaff Regional Plan 2030, (Regional Plan). Bellemont falls within the planning boundaries of the Regional Plan, which as an amendment to the Coconino County Comprehensive Plan establishes policy direction for the Area Plan. Significant to this update, the Area Plan identified the location of the Rural Activity Center recommended by the Regional Plan. This area is envisioned to become the focal point in Bellemont for neighborhood commercial services, mixed with residential uses and amenities.

Other significant recommendations stemming from the update are amendments to the Regional Plan’s rural growth boundary, and direction to change an area on Coconino National Forest that was identified as “suburban future” from that specific location to a floating symbol. These changes are further discussed in the Land Use, Growth and Development chapter.

Vision Statement
The Vision Statement is a view into Bellemont’s future. It’s four components contemplate maintaining Bellemont’s small town community character and social connections with growth and development that
are carefully planned to accommodate new residential development, the Rural Activity Center, industrial, and commercial development, while providing transportation linkages and protecting natural resources and environmental quality.

Important Issues by Chapter

**Community Character.** This section describes how Bellemont’s cultural and historic character was and is influenced by major transportation routes through the community. It also identifies desired community design and a new Design Review Overlay (DRO) that is adopted with this plan. The DRO establishes design standards for new commercial, industrial and multi-family development, a strategy that was important to the community for maintaining the quality and appearance of new development. Dark sky lighting and a community with connected bike lanes and trails are also addressed in this section.

**Community Services.** Adequate public utilities and infrastructure are basic requirements for future development. Bellemont is poised to accommodate additional commercial and industrial development because of its direct access to I-40 and the railroad but requires the expansion of water resources in South Bellemont to support commercial and industrial growth there. Postal service was identified as a major issue for Bellemont’s residents, and is being addressed by a project that will relocate mail delivery from the Pilot Travel Center to cluster box units throughout the area. Other needed services to accommodate “aging in place” are identified in this section.

**Land Use, Growth and Development.** Bellemont has a diverse mix of residential, commercial and industrial zoned land, and within the last decade has experienced rapid changes that include commercial land being rezoned to residential. Anticipating continued high demand for residential land driven by the Flagstaff region’s housing market, this chapter outlines goals and policies to promote balanced residential and commercial growth, establishing the Rural Activity Center and community amenities while protecting community character and natural resources.

**Natural Environment, Open Space, Parks, Trails and Recreation.** Protecting the meadow environment, important wildlife habitat, a large flood zone that bisects Bellemont from north to south, and the abundant open space on adjacent Coconino National Forest are important issues for the community. Policies in this chapter encourage protection of the flood zone by limiting development, evaluating, protecting and enhancing animal migration routes, addressing development strategies that accommodate construction on expansive (clay) soils, and maintaining connections to open space.

**Public Safety.** This chapter discusses the community’s concern for addressing wildfire threats and establishing emergency action plans that address limited emergency egress routes. It also identifies existing traffic conflicts with truck and passenger vehicle interactions in North Bellemont at the Shadow Mountain Road and Hughes Bridge intersection. Trucks exiting the interstate create queuing issues on the same road residents use to access residential development in Flagstaff Meadows. A new roundabout project on Shadow Mountain Drive is planned to alleviate this safety concern.

**Sustainability and Resilience.** Following the model established by the County’s Comprehensive Plan, this section features strategies that could enable Bellemont to promote a sustainable future. Sustainability is an interconnected approach to planning the future that seeks to balance current and future needs of a community across economic, social and environmental systems. Because of its
interdisciplinary approach, these principles are woven throughout the Area Plan, and policies that support sustainability are marked with this unique symbol - S.

**Transportation and Circulation.** Bellemont’s transportation system is planned and maintained by a number of agencies, including the Arizona Department of Transportation, the Flagstaff Metropolitan Planning Organization, Coconino County Public Works, and BNSF Railway. In addition to traffic safety concerns at Shadow Mountain Drive and the Hughes Bridge intersection, issues identified in this chapter include the provision of pedestrian connections between North and South Bellemont, supporting future development of US Bike Route 66, and ensuring safe pedestrian and bicycle routes along Bellemont’s public streets. As public transportation options are limited within the community, alternative commuter strategies for vanpool and carpools are identified in the plan.

**Water Resources and Wastewater Treatment.** North Bellemont is uniquely served by a private company that provides water and wastewater treatment services. South Bellemont’s properties utilize individual on-site wastewater systems and either private wells or are served water by a small community water system. Expanding water and wastewater services to South Bellemont is a priority of this Area Plan.

**Design Review Overlay (DRO).** As described in the Community Character chapter, Bellemont’s design character includes forest and scenic vistas, rustic rail-influenced industrial development, historic Camp Navajo buildings, Historic Route 66 commercial development, and recent commercial and residential development. These styles are reflected in DRO sections addressing architectural styles, colors, site design, signs and lighting.

**Implementation and Use of the Plan**
With adoption by the Coconino County Board of Supervisors, this plan is an amendment to the Coconino County Comprehensive Plan and serves as the official guide for future development in Bellemont. The Coconino County Zoning Ordinance and Subdivision Ordinance each contain provisions that projects requiring approval by the Planning and Zoning Commission and Board of Supervisors be consistent with the Comprehensive Plan and local area plan. Projects in Bellemont must be consistent with these plans, or request a plan amendment.

As noted, this plan includes an Implementation Plan that identifies five priority action items. Although full implementation of the plan relies upon ongoing project consistency with the goals and policies identified throughout all the chapters, it also depends on local community action to implement policy direction that is not project-driven.
Introduction

Purpose and Scope of this Plan

Land use planning is a process that offers communities the tools and strategies necessary to influence the future of development, and determine resource use and provision of services, while preserving and enhancing environmental, social, and economic systems. The Bellemont Area Plan (Area Plan) is a multipurpose land use document that functions to enhance, conserve, and promote public health, safety, and welfare as envisioned by residents and property owners. The Plan’s vision is intended to guide development and growth in Bellemont for approximately the next 20 years, through 2039, as the goals and policies created for this plan are implemented through land use decisions made by the Planning and Zoning Commission and Board of Supervisors (BOS), and by the community working in partnership with public agencies and other organizations.

Bellemont is an unincorporated community with 3,200 acres of private and public land located in the southcentral portion of Coconino County, 11 miles directly west of the incorporated limits of the City of Flagstaff. As of 2017, Bellemont had approximately 750 residents within the planning area. The Area Plan covers both the north and south sides of Interstate 40, an east to west-bound highway (I-40) that provides direct access to Bellemont. I-40 is the demarcation line between North Bellemont, an area of newer residential subdivisions and commercial traveler services, and South Bellemont, primarily commercial and industrial uses. Bellemont is bordered on the north by Coconino National Forest, a substantial portion of which makes up the planning area. The southern boundary of Bellemont is bounded by the Atchison, Topeka, and Santa Fe line of the Burlington Northern Santa Fe Railway (BNSF), running parallel to and south of I-40, and Camp Navajo, a 28,255-acre active Army National Guard base. The east and west sides of the planning area are also bordered by Coconino National Forest.

Although Bellemont is surrounded by public and military lands it is not an isolated community. In addition to being accessed directly from a major interstate highway, along with the traffic and travelers that stop in Bellemont for services, BNSF Railway provides spurs that serve the industrial area and Camp Navajo. Additionally, and although not contiguous with Bellemont, two nearby communities, also Area Plans, are notable: Parks Area Plan is eight miles further west of the planning area; and Fort Valley 180 Corridor is approximately 10 miles to the northeast.

Planning Background and Process

When the first Bellemont Area Plan was adopted by the Coconino County Board of Supervisors in 1985, Bellemont was referred to as the “Bellemont Interchange.” The focus of the original plan was to shape and orient Bellemont’s land use pattern toward limited commercial and light industrial uses. Due to irregular parcel shapes, the proximity of the Santa Fe Railroad and I-40, and with limited soil capacity to support wastewater systems, the 1985 Area Plan deemed Bellemont inappropriate for residential development. Since 1985, Bellemont has experienced significant growth, and in February, 2017 the BOS considered the degree of changes including the new and potential development and initiated an update to the Plan. This comprehensive update revisits and revises the 1985 Plan, expands the scope of the analysis with the addition of new chapters, and amends and broadens the range of the goals and policies.

To guide the process, in April, 2017, Coconino County Supervisor Matt Ryan assembled 15 residents and property owners to serve as the Bellemont Area Plan Update Committee (BAP). This diverse committee
kicked off the planning process in May, 2017 and met monthly throughout the 20-month process at the Bellemont Fire Station and meeting rooms on Camp Navajo. During this time the BAP identified a multitude of issues, concerns, and opportunities that are unique to the future of the Bellemont community, and this Area Plan addresses these concerns in the chapters, goals, and policies that follow.

The first task for BAP was to identify current values, issues, challenges, and opportunities for the Bellemont community. BAP also considered the extent of the Area Plan boundary, and whether or not an adjustment, either to expand or modify, was needed to accommodate the Plan’s future. Initially opting to leave the 1985 boundaries unchanged, BAP reconsidered expanding the boundary at the Planning and Zoning Commission’s request. During the June 2019 public hearing the Planning Commission requested consideration for expanding the South Bellemont boundary westerly to include a 117-acre cinder mine parcel and conterminous Forest Service land, citing the potential for the cinder mine parcel as future forest products or industrial use. BAP met with the property owner in July 2019 to consider this option and, based on several factors elected to leave the boundaries unchanged from those selected in 1985. The BAP acknowledged that an area plan is a “voice of the community” that can influence future development, and while one of the goals of this Plan is to encourage additional industrial uses, due to the uncertainty of future use of this parcel and the property owner’s request to not include the parcel in the Plan, addressed future expansion through a policy statement. See Policy LU.17.

BAP also explored key topic areas relevant to the update process through a series of briefings and presentations from local resource experts and professionals. These topics specific to Bellemont included

- Arizona Department of Transportation highway improvements
- Bellemont utilities
- Camp Navajo, Naval Observatory Flagstaff Station, and the Joint Land Use Study
- Coconino County roadway improvements in Bellemont
- Domestic wastewater supply
- Domestic water supply
- Economic environment for new businesses
- Parks and recreation
- Postal services
- Sustainable building techniques and opportunities
- The Flagstaff Regional Plan
- Transit options for Bellemont
- Wildlife, soils, and vegetation specific to Bellemont

Engaging Bellemont in Planning

In addition to monthly committee meetings, staff and the BAP used a variety of strategies and techniques throughout the planning process to engage Bellemont residents. All of the regular BAP meetings were open to the public, and public comment was a regular agenda item. Meeting agendas were posted online at the Coconino County Community Development website, on the Bellemont Facebook page, in the Bellemont postal box pick up area, and had wide distribution on an electronic email list. In November, 2017 an online Bellemont Community Survey (Community Survey) was released, and the community was notified with a direct postcard mailing to over 400 addresses, wide electronic notification through email lists, websites, and Facebook pages. The result was a robust survey
response, with over 25 percent of the mailout recipients participating. Two open houses on May 16, 2018 and January 31, 2019 were conducted to specifically provide an opportunity for the community to engage in the process and provide direct comment.

At the BAP’s request, a separate effort was made to connect with business and property owners in South Bellemont and with residents of the two recreational vehicle parks, specifically to understand issues, concerns, and challenges facing business operations in South Bellemont and recreational vehicle park living.

At the conclusion of the committee meetings, open houses, and drafting process, the updated Area Plan was referred to the Planning and Zoning Commission for consideration for adoption. The Planning and Zoning Commission referred their recommendation to the County Board of Supervisors. Upon approval by the Board of Supervisors, the Area Plan will function as an amendment to the County’s Comprehensive Plan. Both the Planning and Zoning Commission and Board of Supervisors hearing processes are public hearings where public comment is welcome.

Implementation and Use of the Bellemont Area Plan
This community-based plan serves as a road map to achieving the vision for Bellemont over the next 20 years, and will be used by the Board of Supervisors and Planning and Zoning Commission as a guide to making regulatory and discretionary decisions regarding development in Bellemont. The primary regulatory tools for development in Bellemont are the County’s Zoning and Subdivision Ordinances. Those documents establish standards for new and redevelopment projects. Certain types of land development, such as re-zonings, subdivisions, and conditional use permits, are discretionary and require both the Planning and Zoning Commission and Board of Supervisors to make findings for approval. One of those findings is consistency with area plans. The Bellemont Area Plan is an official amendment to the 2015 Coconino County Comprehensive Plan (Comprehensive Plan), and as such the goals, policies, and design requirements of the Area Plan hold weight equal to those of the Comprehensive Plan goals and policies. The Planning and Zoning Commission and Board of Supervisors will consider the Bellemont Area Plan’s vision, goals, policies, and design standards when making decisions about development project approvals, as well as for the provision of public infrastructure and services.

The plan is also implemented by the community working in partnership with public agencies and other organizations seeking to establish social, environmental, and economic programs and activities.

In addition to being an amendment to the Comprehensive Plan, the Bellemont Area Plan falls within the boundary of the Flagstaff Regional Plan 2030, Place Matters (Regional Plan). The Regional Plan, adopted by the County Board of Supervisors on December 3, 2013, is an amendment to the Coconino County Comprehensive Plan, and as such, the goals and policies of the Regional Plan apply to Bellemont. Throughout this Area Plan, relevant Regional Plan goals and policies are referenced and woven into corresponding chapters.

Planning Area Boundary and Reference Map
Based on existing land uses, the significant amount of public and military land surrounding Bellemont, and the development potential identified in the 1985 Planning Study Area, the original Area Plan boundary was determined to be adequate for this update. This plan adds the names ‘North Bellemont’ and ‘South Bellemont’ to the geographical distinctions created by I-40.
The location of Bellemont and the Area Plan boundaries are shown in Figure 1.
Figure 1: Bellemont Area Plan Reference Map
Vision Statement
Bellemont Area Plan 2039 – A Vision for Our Future

Community Character and Values
Bellemont will continue to attract residents and businesses with its unique quality of life, natural beauty, hidden historic gems, and its ability to combine the best of rural and urban lifestyles with notable resiliency. Bellemont is a diverse community fostering a quaint, small-town feel and known for its close-knit social connections. It successfully supports a neighborhood commercial center, industrial and military uses, highway traveler services, and tourist destinations, while simultaneously protecting animal habitat and migration routes.

Growth, Development and Partnerships
The community of Bellemont supports responsible growth that carefully integrates new development with the environment and the small-town community values. We want planned growth that will protect our forest access, water resources, and environmentally sensitive landscape features. We believe planned growth should provide housing diversity as well as facilitate the creation of a neighborhood commercial center in North Bellemont and a robust industrial center in South Bellemont. We respect property rights, and we are proud of our resiliency to weather challenges and our diverse community. Partnerships between federal, state, and county agencies, as well as commercial, residential, and tribal interests create a strong and diverse economy serving travelers, businesses, and residents.

Natural Resources and Environmental Quality
Our priorities for the future of Bellemont directly reflect our lifestyle values. We value the natural landscape, unique ecological function of our meadow environment, water resources, and access to recreational opportunities on U.S. Forest Service (USFS) land. We will work with county, state, military, and federal agencies to ensure the long-term health and viability of the natural resources. Bellemont can continue and grow as a thriving system of connected public and private land that supports and protects diverse native plant and animal communities and superior air and water quality. To safeguard Bellemont’s limited and valuable water resources for future generations, we will protect, conserve and reuse whenever possible. Wastewater treatment systems will ensure protection of our community water system and recreational assets.

Transportation
Bellemont’s roads are continually modernized to mitigate truck and auto traffic issues and to provide multi-modal opportunities. Public safety and snow removal are a priority for our transportation system. Bicycle and pedestrian paths and crossings are in place along all roadways and weave throughout Bellemont to improve safety and provide connections between residential neighborhoods and commercial services. Recreation areas and a trail system are easily accessible and should be preserved.
Community Character

Introduction

A community’s character is a result of several factors including demographics, land development patterns and design, physical setting, history, and culture. Bellemont’s character evolves from these factors along with the majestic backdrop of the San Francisco Peaks. This view, coupled with the surrounding forest, meadows, and natural areas, has distinctly influenced the recent influx of residents who choose to live in the shadow of the Peaks. The main thoroughfare that leads into North Bellemont’s Flagstaff Meadows neighborhood is appropriately named ‘Shadow Mountain Drive.’

Transportation has had a significant influence on the culture of the Bellemont community. Bellemont’s modern era began as a railroad town, and the railroad continues to attract industry. Historic Route 66 also continues to influence the culture of the community, especially on the southeast side where charming remnants from the old highway still exist. When I-40 came through, it attracted industrial development as well as highway commercial and residential development.

The arrival of I-40 led to the creation of two distinct areas in Bellemont: North Bellemont and South Bellemont, and each exhibits unique character. North Bellemont is characterized by the existing Flagstaff Meadows neighborhood and highway traveler commercial business, and it will include the new Rural Activity Center (RAC) planned for mixed-use development. In contrast, South Bellemont is made up of a variety of industrial developments, large and small, along with commercial services.

Rapid development impacts the character of the community, and citizens envision this development complementing the existing built environment and providing greater opportunities for community interaction and participation. A priority in new development is community-oriented businesses that would provide basic goods and services, including restaurants, cafés, coffee shops, and markets that all benefit local residents.

Bellemont’s Cultural and Historic Resources and Transportation Influences

The Bellemont area has provided a travel corridor and migration route for centuries, one followed by animals, native peoples, early settlers, and today residents and travelers. As far back as 9,000 years B.C.E, Native American populations travelled west on footpaths from the Great Plains of Oklahoma through Texas, New Mexico, and into Arizona, through and beyond what today is Bellemont. These routes were used because of the moderate terrain and mild climate compared to that offered by higher elevations. The meadow environment and available water resources were significant in bringing both historic and current settlements to Bellemont.

Today, Bellemont’s built environment reflects modern-era residential and commercial development styles. The first modern-era settlement of Bellemont was undertaken in 1876 by Texas rancher Walter Hill. Hill chose Bellemont because the reliable water from Volunteer Spring made sheep herding and ranching viable operations, and he constructed a 12-room house as part of his ranch.

Northern Arizona Stagecoach Company was also attracted by the availability of water and established a relay station in Bellemont to support stagecoach routes. Stagecoach activity was followed in 1882 by development of what is now the BNSF. Lumber operations arrived with the construction of the railroad.  

1 http://library.nau.edu/speccoll/exhibits/route66/paths.html
2 Bellemont Area Plan, 1985
The railroad continues to influence the Bellemont community with regular train traffic and the existence of historic artifacts.

A community developed around the train stop, but few remnants of this early community remain making it difficult to identify cultural influences from this era. However, the location of the town site along Route 66, and the nostalgic influences of the old highway, help define the character of Bellemont. When I-40 replaced Route 66 as the main thoroughfare through the area, it not only encouraged the highway commercial and industrial development in Bellemont, but it also provided a fast route between Bellemont and Flagstaff.

Bellemont Townsite

Bellemont was originally referred to as “Volunteer” until it was named Bellemont in 1882. By the 1930’s, Bellemont’s population had grown to approximately 400 residents, however the population declined with the growth of Williams to the west and Flagstaff to the east. The 1985 Bellemont Study Area map identifies five parcels that seem to comprise a portion of the original town site. The 1985 Plan suggests that, at that time, most of the dwellings were abandoned and in disrepair, although three of the original dwellings were occupied. There is limited information to confirm the location, number of buildings, uses, or historical significance of the Bellemont Townsite or structures. Information from the Plan indicates that one of the single-family dwellings, constructed in 1920, had been nominated for inclusion on the State Historic Register, although there is no documentation that the designation was received. The area was nearly uninhabited by 1963 when the I-40 bypass was constructed.3

Historic Route 66

The history of Route 66 tells the story of western migration along the 35th parallel through the country toward the Pacific coast. Remnant sections of Route 66, parallel to I-40, remain in South Bellemont. A substantial portion of the Route 66 alignment is still used through South Bellemont as business access. The east and west sections terminate on USFS property where the asphalt road base has deteriorated. Bellemont symbolizes America’s transition into a culture characterized by the automobile and enabled by the construction of national highways. Route 66 was funded through the Federal Aid Highway Act of 1921, and planning for the highway began in 1926 with its naming. Planners “intended Route 66 to connect the main streets of rural and urban communities.”4 The road played a significant role during the Great Depression and World War II as both a trucking route and migration corridor for people heading to California.

The advent of the national interstate system led to a decline in use of Route 66, and the construction of I-40 in the 1960’s was the catalyst for the discontinuation of the highway through Bellemont, and businesses that once thrived on the traveler traffic along the route declined with it. Ultimately it was decommissioned in 1985.5 Today, Route 66 has become a cultural icon for many people who are interested in revisiting this period of American history. Communities along the approximately 2,000-mile route have turned the historical significance of the highway into an economic driver that has helped them revive.

The southeast side of South Bellemont contains some significant cultural remnants of Historic Route 66. Most notable is the Pine Breeze Inn (site of the former Richfield Gas Station) where a segment of the

3 Bellemont Area Plan, 1985
5 https://www.theroute-66.com/history.html
film *Easy Rider* was filmed. This site is of potential historic significance, although formal historic designation with the Arizona State Historic Preservation Office has not been determined. It is interesting to note that the segment of Route 66 along which the Pine Breeze Inn property is located does not appear on any of the mapped Route 66 travel guides, although it is often visited by motorcyclists retracing the route of the old highway. The Richfield Gas Station dates to the 1930s and comes complete with gas pumps and a display of other relics from the past. The site also contains several old rental cabins constructed in the 1930s that the owner has retained for their historic value, although they are no longer used.

The Route 66 Diner, also located in this area, promotes its location on Route 66, as does the adjacent Grand Canyon Harley-Davidson shop which reflects the use of the old highway as a route enjoyed by motorcycle enthusiasts. It displays a monument constructed of old motorcycle mufflers along with a red caboose celebrating Bellemont’s railroad history. A Route 66 theme is appropriate in this southeast area and in all of South Bellemont along Route 66. Opportunities exist to further expand on this heritage by developing projects such as the US Bike Route 66. (See Transportation & Circulation for more information).

**Camp Navajo**

Camp Navajo plays a significant role in Bellemont’s history. Originally called the Navajo Ordnance Depot, the 28,255-acre facility was constructed in April, 1942 by the U.S. Army in response to the need for additional and dispersed storage of military ammunition and explosives throughout the U.S. during World War II. In addition to storage, this facility provided training grounds for Army troop maneuvers, and it served as an Austrian prisoner of war camp. The construction of Camp Navajo led to an increase in area population with the arrival of construction workers. Most notably, skilled Native Americans, particularly Navajo and Hopi tribal members, were employed by and resided at the ordnance depot at that time. For an exhaustive history on Camp Navajo, refer to John S. Westerlund’s *Arizona’s War Town*.

Today, Camp Navajo is owned and operated by the Arizona Army National Guard as a training site and defense commodity storage depot. Camp Navajo is the only Tier II Maneuver Training Center installation in Arizona and is considered a premier high-altitude training center. Camp Navajo and the Naval Observatory Flagstaff Station (NOFS) were the subjects of a 2018 Joint Land Use Study (JLUS) promoting both community development that is compatible with the military training and testing and operation mission, and the reduction of operational impacts on adjacent lands. JLUS was a multi-agency study, concurrent with the Area Plan, and funded by a grant from the Department of Defense. It incorporated a study area, or “Area of Interest,” of 479,505 acres, including the land within the Bellemont Area Plan. Camp Navajo plans to continue providing military ammunition storage, and training for military personnel who are housed on site, while adapting its facility to provide opportunities for new industrial uses. Only the most northern portion of Camp Navajo falls within the Area Plan boundary, but Bellemont’s land uses, businesses, and activities influence, and are influenced by, activities on Camp Navajo.

**BNSF Railroad**

Bellemont has and continues to be influenced by the railroad industry. Industry in South Bellemont takes advantage of shipping from the railroad spurs. Cultural elements associated with the railroad include 1) the rustic water tower that has been near the tracks since 1908 and originally provided water

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6 Coconino County Request for Proposals Joint Land Use Study 2017
to the trains and possibly the old town site (currently serving as water storage for a nearby water standpipe); 2) the red caboose on display in front of Grand Canyon Harley-Davidson; 3) the rusted iron beams on display in the front yard of the Schuff steel plant; and 4) the piles of railroad ties along the tracks behind Schuff Steel, echoing Bellemont’s past when the local lumber industry provided wood for railroad ties.

The railroad has less influence on North Bellemont where its presence is buffered by I-40; and the Community Survey indicates residents do not associate their community with the railroad.

The following goal and policies are intended to preserve and enhance Bellemont’s community character. Goals and policies that support sustainability and resiliency here, and throughout the Area Plan, are indicated with $S$.

**Cultural & Historic Resources Goal and Policies**

**Goal**

Identify and promote Bellemont’s cultural and historic resources.

**Policies**

- **CC.1.** Explore options for cultural surveys that identify Bellemont’s existing cultural and historic resources. $S$
- **CC.2.** Identify, preserve, and develop the Historic Route 66 right of way as part of an interconnected regional trail system. $S$
- **CC.3.** Encourage the celebration and commemoration of Bellemont’s varied history, culture, and heritage through public art, events, and interpretive signage and displays. $S$
- **CC.4.** In coordination with Camp Navajo, BNSF Railroad, Route 66 historians, and cultural experts explore the potential for a Bellemont museum, interpretive displays, or a history tour walk through Bellemont.
- **CC.5.** If the Pine Breeze Inn is proposed for redevelopment, consider the historic value and interest of existing structures and encourage their preservation.

**Community Design and Design Review Overlay**

Community design includes not only components of the built environment but is the mix of land uses, public facilities, services, infrastructure, and the arrangement of all these elements in relation to each other and to the natural environment. North Bellemont and South Bellemont both have unique design elements.

Bellemont is located entirely within the Planned Community Zone, a designation that allows for a creative application of development standards. Standards from the Coconino County Zoning Ordinance, such as setbacks and heights of buildings, are applied to new developments. Guidelines that protect and enhance local design character have been successfully applied to other areas of the County through the designation of Design Review Overlays. The Bellemont community supports design standards that apply to commercial, industrial, and multi-family developments to ensure attractive new developments. Design guidelines also address outdoor lighting, noise, and signage.
Existing building design in South Bellemont includes rustic, industrial-style building materials and accents along with influences from Route 66, such as the materials used on the historic cabins and the Richfield Gas Station at the Pine Breeze Inn. New design features should be emphasized at the front of the building where the office, lobby, and entrance features extend beyond the main building and should include special materials, colors, articulation, and windows. Materials may also include rock and timber elements and split face similar to existing buildings in South Bellemont. In North Bellemont, the community has indicated a preference for styles based on the natural environment including local stone, timber, and stucco and reflected in exposed wooden beams, timber elements, and lap siding with stone accents. Colors should blend with the mountains, forests, meadows, and sky. See the Design Review Overlay chapter for Bellemont-specific standards.

Residential Design in North Bellemont

Flagstaff Meadows is a family-oriented community that developed over the past 15 years in response to the need for housing in the Flagstaff area. It is a combination of detached single-family homes and townhomes located in the southeast side of North Bellemont. The Flagstaff Meadows neighborhood continues to develop on individual lots, although additional styles of residential units such as multi-family may be constructed in the future.

The existing homes are constructed in a modern style using earth tone colors and local materials showcased as architectural details, such as stone and timber elements, rock accents and exposed wooden beams. Lap siding, porches and columns reflect the Craftsman style.

Flagstaff Meadows was designed with a central park including a large open field, a water feature with a fountain that empties into a stream flowing through the neighborhood, and a walking path. The park meets the neighborhood’s entry way which is constructed with stacked rock, split-face block, and tile integrated into a subsequent water feature. There is a pocket park in Flagstaff Meadows with a playground, and additional parks are planned in the later phases of Flagstaff Meadows. Community Survey respondents have indicated they would like to see an integrated trail system designed to connect the community, and walkways planned with later phases will provide a portion of that.

Bellemont recognizes its unique community design with these goals and policies.

Community Design Goal and Policies

Goal

Design residential development to preserve the small town feel while incorporating the best of urban and rural lifestyles.

Policies

CC.6. New residential development should create a connected and safe community by an integrated, signed, and well-planned trail system. S

CC.7. Open space and forest access should be a priority when designing projects adjacent to Coconino National Forest.

Mixed-use Residential, Commercial, and Industrial Design

The Area Plan’s RAC is located in North Bellemont. This designation is intended to concentrate neighborhood-serving commercial development integrated with a mix of residential uses. In Bellemont, mixed-use is envisioned as a combination of residential and non-residential uses designed in either a
typical “vertical mixed-use” style found in more urban settings, where residential units are located over a commercial use, or as “horizontal mixed-use” style where residential development is separate from, but associated with, commercial uses. At the time of the Plan update, a new horizontal mixed-use residential and commercial development was proposed in the RAC that may include a townhome village developed in association with a small neighborhood-serving commercial node and other commercial uses in a stylistic design consistent with Flagstaff Meadows.

Zoning for commercial and manufactured home parks in Bellemont allows recreational vehicles (RVs) along with manufactured homes. Somewhat influenced by the need for affordable housing in the Flagstaff area, RV parks in Bellemont are used for long-term housing. Two existing parks, one in North Bellemont and one in South Bellemont, are nestled into the pine forest on the east side. The Pine Breeze Inn also provides RV spaces. On the A-Way Forest Park site in North Bellemont, both RVs and manufactured homes are used as permanent homes. While RVs are generally designed for short-term occupancy, the need for a variety of housing options combined with the unique lifestyle offered by these communities, often leads to long-term stays. These parks represent an existing trend in housing options that is growing throughout the County and offers a unique alternative to the more traditional single-family developments. The new Pine Valley development approved in North Bellemont will offer manufactured homes and park model RVs designed specifically for the local area. Surrounded by the Coconino National Forest, this development represents a market response to the desire for manufactured and RV-style living on a long-term seasonal basis. The forested setting surrounding all of the parks is quintessential rural Coconino County. One resident described it as follows: “The natural beauty, quiet surroundings, dark night skies that promote star-gazing, family environment and good school systems, combined with a reasonable cost of living, makes recreational vehicle parks a desirable lifestyle choice for some Bellemont residents”.

There are highway service commercial businesses in North Bellemont within the truck stop and the adjacent motel. These are of a modern commercial design, displaying the bright colors that characterize these national restaurant and retail store chains, but also utilize local elements including adobe and stacked Anasazi rock around entrances and as accents. The motel provides articulation with a blend of brown and blue colors, and utilizes stacked rock to accent the lap siding covering most of the motel. Additional retail and restaurant developments, expected in the activity center, will follow the Area Plan Design Review Overlay.

South Bellemont’s built environment ranges from large industrial developments to trucking and commercial services that emphasize their location on Historic Route 66. Recreational vehicles provide a strong influence along Route 66 east of the I-40 interchange where businesses sell and store them, and the Pine Breeze Inn provides the RV park. With the exception of the historic qualities of the Pine Breeze Inn, buildings in South Bellemont are primarily pre-fabricated metal as would be expected for industrial and commercial service buildings. Some sales and service buildings feature a distinct office and lobby area in the front designed with special features such as added windows, split-faced block, articulation, and color to enhance the aesthetics of the building. Adopting design regulations that address aesthetics of built structures for multi-family, commercial, and industrial buildings was important to 89 percent of Community Survey respondents. Respondents moderately to strongly agreed that height and style of signs, the use of natural building materials, the style and color of buildings, lighting, noise and business operation hours were specific elements that need regulation.

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7 November, 2018 Bellemont Area Plan Committee meeting
Community Design Goal #2 and Policies

Goal

New commercial, industrial, and mixed-use developments will recognize and embrace Bellemont’s many historic and cultural design influences

Policy:


CC.9. Develop wayfinding signage, consistent with the Design Review Overlay standards, that could contribute to Bellemont’s unique sense of place and identify locations, such as the at the center of the planned roundabout construct a “Welcome to Bellemont” community sign.

Dark Skies

Bellemont residents’ value dark skies and star-filled nights and want to protect Bellemont as a dark sky community. Bellemont also recognizes the importance of its proximity to the light-sensitive Naval Observatory, Flagstaff Station. Sixty-two percent of the Community Survey respondents described Bellemont’s dark sky as a defining community characteristic, and 82 percent reported that preserving the dark sky in Bellemont is important to the community’s quality of life. The Bellemont community supports additional measures to preserve and protect its dark sky as represented by survey responses and the following goal and Policies

Dark Sky Goal and Policies

Goal

Protect, preserve, and improve the dark sky in Bellemont.

Policies

CC.10. New industrial, commercial, and multi-family residential developments shall prepare lighting plans consistent with Lighting Zone II standards of the current Coconino County Zoning Ordinance.

CC.11. Encourage the replacement of existing non-conforming lighting on residential, commercial, and industrial property throughout the Bellemont Area Plan.

CC.12. Consider the proximity to the Naval Observatory Flagstaff Station and consult with the Observatory during design of new development proposals.

CC.13 Discourage outdoor lighting unless it is used for security, and that fixtures are downward-facing and fully shielded. S

CC.14 Recommend motion detectors for security lights in lieu of dusk to dawn lighting. S

Natural Quiet

Natural quiet is both a natural resource and a defining community characteristic that impacts the quality of life for local residents and wildlife. Achieving natural quiet in Bellemont is a challenge because of the community’s direct proximity to I-40, the BSNF Railway corridor, and Camp Navajo. Truck and auto traffic is continuous along this corridor, meaning that sound from the highway never ceases, and sound from trains can be heard intermittently. Camp Navajo and new industrial developments in South
Bellemont, as well as noise from off-highway vehicles driving on Coconino National Forest land, may also create noise impacts for the local community.

These noise-generating factors present difficult challenges, and while Coconino County does not currently have a noise ordinance, some of these may be addressed at the local level through policies in this plan. Within this Area Plan there are specific policies that are intended to address natural quiet and to mitigate noise challenges for new development projects in Bellemont.

**Natural Quiet Goal and Policies**

**Goal**

*Reduce effects of noise pollution to improve the natural quiet in Bellemont.*

**Policies**

- **CC.15.** New residential development directly adjacent to I-40 should be constructed with sound-attenuating materials to help mitigate noise pollution from the interstate.
- **CC.16.** Work with Arizona Department of Transportation (ADOT) to utilize rubberized asphalt on I-40 to reduce traffic noise.
- **CC.17.** Work with BNSF Railroad to consider reducing the use of train whistles through Bellemont.
- **CC.18.** Encourage Camp Navajo to maintain helicopter fly routes that avoid residential developments.
Community Services
Introduction
This section addresses community services in Bellemont. Services are provided by private companies and governmental agencies, including Coconino County. The rural County has little taxing authority and provides limited community services, although there is a strong desire within the community for expanded services. Forty-six percent of Community Survey respondents indicated that community services such as schools, postal service, and utilities are extremely important for maintaining or improving the quality of life in Bellemont. Adequate community services, utility infrastructure and maintenance, solid waste disposal, schools, and other vital services ensure viability of a full build-out of the Bellemont area.

Utilities and Infrastructure
Bellemont is somewhat unique within Coconino County in that most of the residential and commercial development located in North Bellemont is served by a privately-owned community water and wastewater system. This system, owned and operated by Utility Source, has the resource capacity to expand its service area to South Bellemont, as well as to serve additional new development in North Bellemont. Electrical, telecommunications, and natural gas services are available within the Bellemont area. Utilities that serve the Area Plan include Arizona Public Service (APS) for electricity, Unisource Gas for natural gas, CenturyLink Communications for telephone and internet, and Direct TV and Dish for television services.

Utility development can impact the expansive scenic views, wildlife corridors, and habitat on adjacent USFS land, all important assets that help define Bellemont’s community character. Environmental impacts such as habitat fragmentation, disruption to wildlife corridors, and degradation of scenic viewsheds should be considered when new utility services are provided to developments. Placing these services underground is an option to mitigate these impacts, and as Bellemont’s residential subdivisions have been developed, utility services have been located underground for each phase of new residential development. Solar-ready options are also offered for new phases of housing developments.

In South Bellemont, commercial and industrial properties are served by the local electric and gas utilities and telecommunications services, but most rely on individual water and wastewater systems. Expansion of water and wastewater services would enhance and support additional development of South Bellemont’s commercial and industrial hub. Policies that support this future are integrated throughout this Area Plan.

Coconino County Public Works is responsible for maintaining a substantial portion of the roadway system in Bellemont. (See the Transportation & Circulation Chapter for additional details). To support ongoing maintenance and snow removal operations on public roads, the County anticipates the need to locate a satellite public works equipment yard in Bellemont. An exact location and timing for development of the yard was uncertain at the time of report preparation.

Utilities and Infrastructure Goal and Policies
Goal
Ensure that existing services and infrastructure are adequate or have the capacity to expand to accommodate existing development and new proposals.
Policies

CS.1. **Encourage the existing private water and wastewater providers to continue the current high level of service to existing and new residential development.**

CS.2. ** Developers or the applicant of new development should demonstrate that an adequate level of utility services and public infrastructure is available or will be available to serve future development.**

CS.3. **Utilities should be located, operated, maintained, and continuously updated to meet new standards in a manner that will not degrade environmental quality or aesthetic resources of the community.**

CS.4. **The Area Plan supports the addition of a Coconino County public works maintenance yard in South Bellemont to facilitate ongoing maintenance and construction of public projects. The utility yard should be sited in a location that is compatible with heavy equipment and materials storage.**

Solid and Hazardous Waste

In Coconino County, solid waste is disposed in the Cinder Lake Landfill, a sanitary landfill owned and operated by the City of Flagstaff, located approximately five miles north of the City of Flagstaff in the Doney Park area. Most of the residents within the Bellemont planning area live in subdivisions managed by a homeowners association, and solid waste disposal and recycling services are provided to those residents through contracts with private services. Currently Waste Management and Northern Arizona Waste Systems provide solid waste disposal and recycling service. Business and industrial users are also reported to utilize Waste Management on an individual contract basis for solid waste disposal.  

The Cinder Lake Landfill also operates a Hazardous Products Center (HPC), which accepts household hazardous waste such as automotive products, batteries, electronics, and gardening products for residential customers at a drop-off center during scheduled hours. The HPC operates a Small Business Waste Program to dispose of hazardous waste in accordance with local, state, and federal regulations. Consult the Solid Waste information page on the City of Flagstaff’s website for details and requirements for participating in either of these programs.

Another program that has benefitted redevelopment of commercial and industrial properties in Bellemont is an Environmental Protection Agency grant-funded Brownfields Redevelopment Program. This grant program provides EPA funding to conduct environmental assessments of sites with potential petroleum product and hazardous substance contamination for communities along Route 66. An application is being prepared by a coalition of northern Arizona counties and agencies for the 2019 grant funding cycle, and if awarded properties in Bellemont may be eligible to apply.

Solid and Hazardous Waste Goal and Policy Goal

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8 City of Flagstaff website: [https://www.flagstaff.az.gov/941/Cinder-Lake-Landfill](https://www.flagstaff.az.gov/941/Cinder-Lake-Landfill)


Evaluate whether existing developed commercial and industrial lands in Bellemont are sources of potential soil and groundwater contamination.

Policy

CS. 5. If available, utilize EPA Brownfield Redevelopment grant funding to facilitate identification and remediation of possible sites so that they may be adaptively reused. S

Postal Service

The U.S. Postal Service currently delivers mail for Bellemont residents and business owners to individual boxes located in the Pilot Travel Center. The Community Survey indicated that improved postal service delivery is extremely important for the quality of life in Bellemont and was the highest rated issue among all other options. Prompted by requests from the Bellemont community that preceded initiation of the Area Plan update, Coconino County Public Works Department has petitioned the Postal Service for installation of cluster boxes throughout Bellemont. This has resulted in positive action by the Postal Service to revise the current delivery contract and initiate delivery to cluster boxes. Boxes will be relocated from the Pilot Travel Center to locations in both North and South Bellemont.

Postal Service Goal and Policies

Goal

Improve postal service to existing and new residential and business locations.

Policies

CS.6. The County should work with the U.S. Postal Service to complete the proposed revisions to the delivery contract route to improve the ease and convenience of receiving mail.

CS.7. New residential subdivisions, development, and businesses should purchase, install, maintain, and coordinate mail delivery to cluster boxes in accordance with U.S. Postal Service requirements.

Schools

A 2015 study showed that over 31 percent of Bellemont’s population is under the age of 15. Children in Bellemont can be enrolled in the Flagstaff Unified School District (FUSD) in Flagstaff, a K-12 school district and, depending on enrollment capacity, in the Maine Consolidated School District, a K-6 school district in Parks. Maine Consolidated School District has capacity for a limited number of the Bellemont students. Parks and Flagstaff are each about a 20-minute drive from Bellemont, so a considerable amount of travel time is required for students to reach their schools. School bus services are available to Bellemont residents from both districts.

As enrollment in Flagstaff schools continues to grow, and older schools are replaced with newer facilities, FUSD is considering locations for a new elementary school that will replace Kinsey Elementary on Lone Tree Road. FUSD is planning to locate the new school within the western portion of the school district, and conversations with FUSD staff indicate that Bellemont is a potential site. A consulting firm will initiate demographic studies in spring 2019 to determine the best available location for the new

11 Bellemont Access Management & Multi-Modal Transportation Study Final Report, October 2015
school. Regardless of which site is ultimately selected, locating a new elementary school on the western side of the FUSD school district means a potentially shorter travel distance to school for Bellemont students enrolled there. 12

Other education providers such as charter, pre-school, and early childhood education school operators, may be interested in locating in Bellemont to serve Bellemont’s younger and growing school-age population and should be encouraged to seek locations within the community.

Schools Goal and Policies

Goal

Ensure that public and childhood education is available and schools are conveniently located for all children enrolled in the local school district.

Policies

CS.8. New development should balance age-restricted residential development with multi-generational development in order to promote housing opportunities for families with school-aged children.

CS.9. Access to driveways for schools in Bellemont should not be located on major arterial roads in order to promote safe drop off sites and to alleviate traffic congestion.

CS.10. Encourage charter and public/private early childhood education school providers to locate in Bellemont.

Aging in Place, Medical Services, and Community Connections

Emergency services are provided by Ponderosa Fire District. Other medical services and doctors’ offices are located in Flagstaff. As Bellemont’s population grows, including new age-restricted communities, and residents desire a lifestyle that enables residents to age in place, a greater need for medical services will emerge, putting increased demand on already under-staffed and over-capacity emergency services. Aging in place means that in order to live at home, residents need vibrant social support networks, convenient transportation to medical and community services, and access to supplies needed for daily living such as groceries. In Bellemont, some residents without transportation and in need of medical services must rely on family, neighbors, or taxies for transportation to Flagstaff. When this network is not available, emergency services are sometimes the only available option. 13

Bellemont is a socially well-connected community that actively uses social media to communicate on a wide variety of topics from events, local updates about new projects and developments, to requests for borrowing supplies. These close social connections are one of the defining characteristics important to the community, and while these connections could become a proxy for community services, they are limited and unreliable. The Bellemont community may wish to develop specific networks addressing the transportation needs for residents needing non-emergency medical services and other shopping needs.

Community Connections Goal and Policy

Goal

12 Personal Communication, Bob Kuhn, Flagstaff Unified School District, October, 2018
13 NAIPTA Presentation, September 20, 2017
Bellemont will be a socially vibrant and well-connected community that values services to enable residents to age in place.

Policy:
CS.11. Community programs and resources will be developed to support, teach, and inform aging residents how to connect with the community, including use of social media.

Arizona Veterans’ Memorial Cemetery at Camp Navajo
In January 2016, the State of Arizona and Arizona Department of Veterans’ Services developed and constructed the Arizona Veterans’ Memorial Cemetery. Located on 90 acres of Camp Navajo property, the cemetery is dedicated exclusively for U.S. Armed Forces Veterans and families. In addition to several styles of internment sites, the cemetery features an information center and memorial pavilion in a park-like setting surrounded by ponderosa pine forest and expansive views of the San Francisco Peaks and Camp Navajo. According to the Arizona Department of Veterans’ services, “Phase one of the cemetery is 8.6 acres which includes 274 Pre-Planted Crypts, 222 In-Ground Cremains, and 222 Columbaria Niches.” The information center showcases the significance of Navajo Code Talkers during World War II. The cemetery is historically notable in that Alfred Peaches, a WWII Navajo Code Talker, was the first veteran interred.14 15 While the facility is just outside of the Area Plan boundary, it is open to the public and its adjacency to Bellemont provides a rich blend of military, memorial, historical, and cultural contexts for the community.

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15 Personal Communication, Arizona Veteran’s Memorial Cemetery staff, November, 2018
Land Use, Growth & Development

Introduction
As a guide for future land use and development in Bellemont, this plan reflects how the community’s social, environmental, and economic character is shaped and influenced by land use patterns. Since adoption of the 1985 Bellemont Area Plan, the community has experienced significant changes and growth in population, traffic, business, and commercial activity. Much of the new development in Bellemont has been and continues to be new single-family residential development, although at the time of Area Plan preparation, new commercial, industrial, and recreational vehicle park development was in the planning stages. Partly due to Flagstaff’s limited housing supply and higher housing costs, combined with Bellemont’s direct and relatively short commute time to Flagstaff, Bellemont is often cited as one of Flagstaff’s “bedroom” communities, however, the community identifies with its unique character and clearly distinguishes itself from Flagstaff. The County’s Comprehensive Plan and the Regional Plan goals and policies also guide future development.

Existing Land Use Patterns and Influences
The Bellemont area has been a migration route and travel stopover for centuries, a pattern that continues to influence the community. The predominantly meadow environment and landscape, combined with the availability of surface water, provides habitat and a migration corridor for deer, elk, and antelope, to which early populations of hunters and settlers were attracted. In recent history, a ranch and a stagecoach stop were built to accommodate cross-country travelers. Development of modern traveler services was facilitated by Bellemont’s level terrain and linear shape, direct frontage along Route 66, and later the east-west I-40 transportation corridor. Exits to and from I-40 provide maneuverability for semi-trucks, in turn generating opportunities for businesses that provide service to the trucking and travel industry. What is now the Pilot Travel Center, originally built in 1967 as a gas station, continues the traveler service tradition and is now a heavily frequented traveler stop. These services create traffic challenges for residents sharing local roads with truck and travel traffic entering and exiting the highway corridor.

The I-40 Corridor provides a marked delineation between North and South Bellemont. Large-scale residential subdivision development characterizes North Bellemont, with the multi-phase Flagstaff Meadows subdivision setting a distinctively large-scale, planned, residential-style development pattern. This development pattern was made possible by a combination of factors that are uncommon within the County, including the availability of large vacant parcels with ready access to a major transportation route and a community water and wastewater system. The subdivision shares the main access route, Shadow Mountain Drive, with what is currently the only commercial development in North Bellemont, the Pilot Travel Center and the Days Inn motel. The Ponderosa Fire Station is centrally located in North Bellemont on Shadow Mountain Drive. The proximity and access to the Coconino National Forest is a defining community amenity.

South Bellemont, also accessed directly from the I-40 Corridor, is Bellemont’s industrial, railroad and military hub, where several large industrial developments and commercial enterprises form an active and yet somewhat underutilized industrial/commercial zone. Access to Camp Navajo through South

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16 Bellemont Area Plan, 1985
Bellemont impacts and influences traffic patterns and land use conditions on that side of the community.

The Bellemont Area Plan planning area is 3,205 acres. Within the planning area, 568 acres are privately owned, 79 acres are owned by BNSF Railroad, 131 acres are owned by Camp Navajo, and the remaining 2,427 acres are owned by the USFS. The total number of vacant and developed acres by public and private landownership are summarized in Table 1.

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Vacant</th>
<th>Developed</th>
<th>Total Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>USFS</td>
<td>2427</td>
<td>0</td>
<td>2427</td>
</tr>
<tr>
<td>BNSF Railroad</td>
<td>79</td>
<td>0</td>
<td>79</td>
</tr>
<tr>
<td>Camp Navajo</td>
<td>131</td>
<td>0</td>
<td>131</td>
</tr>
<tr>
<td>Private Land</td>
<td>375</td>
<td>193</td>
<td>568</td>
</tr>
<tr>
<td>Total</td>
<td>3012</td>
<td>193</td>
<td>3205</td>
</tr>
</tbody>
</table>

*Table 1: 2018 Vacant and Developed Land (in acres)*

At the time of the Area Plan update, of the privately-owned land, 66 percent was vacant and 34 percent was developed, based on County Assessor record data. These numbers are approximate as some of the developed land may allow for additional development potential, and some land classified as vacant be under development. Twenty six percent of the total private land is zoned residential, 41 percent is zoned commercial, and 33 percent is zoned for industrial use. The amount of vacant and developed land by each land use category is shown in Table 2.

<table>
<thead>
<tr>
<th>Zoning</th>
<th>Vacant</th>
<th>Developed</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Zoning (not including BNSF parcel)</td>
<td>74</td>
<td>76</td>
<td>150</td>
</tr>
<tr>
<td>Commercial Zoning</td>
<td>161</td>
<td>70</td>
<td>231</td>
</tr>
<tr>
<td>Industrial Zoning</td>
<td>140</td>
<td>47</td>
<td>187</td>
</tr>
<tr>
<td>Total Private Land</td>
<td>375</td>
<td>193</td>
<td>568</td>
</tr>
</tbody>
</table>

*Table 2: 2018 Private Land by Land Use (in acres)*

Zoning and Planned Community Overlay Zone

The first Bellemont Area Plan was a mixed land use plan implemented by rezoning 595 acres of private property from General (G) and Commercial Heavy (CH-10,000) zones to the Planned Community (PC) zone. The Bellemont PC Zone designated specific portions of the Bellemont Study Area with underlying County zoning to guide development. The mix included multiple family or mobile home park (160 acres), heavy commercial (302 acres), and light industrial (132 acres) zoning.

Since adoption of the 1985 Area Plan, several re-zonings have been approved, altering the original Plan’s land use mix. An area on the south side of I-40, originally designated for residential, was changed to light industrial; some parcels originally designated for heavy commercial, also on the south side, were changed to light industrial; an area originally designated for multiple family or mobile home park was changed to accommodate single-family residential (Flagstaff Meadows, Units 1 and 2); and the
townhomes at Flagstaff Meadows site were changed from heavy commercial to multi-family zoning. Existing Area Plan zoning is shown in Figure 2 below.
Figure 2: Bellemont Area Plan Existing Zoning 2019
The total acres of private land measured in 2018 differs by 27 fewer acres from that measured in 1985, presumably due to differences in land survey measurements. Overall trends point to an increase in the amount of residential and industrial land, and a decrease in commercial land, due to the rezoning cases noted above.

Changes to the original mix of land uses in Bellemont are summarized in Table 3.

<table>
<thead>
<tr>
<th>Bellemont Planned Community Zone</th>
<th>1985 Land Use Mix</th>
<th>2018 Land Use Mix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>160 acres</td>
<td>150 acres</td>
</tr>
<tr>
<td>Commercial</td>
<td>302 acres</td>
<td>231 acres</td>
</tr>
<tr>
<td>Industrial</td>
<td>132 acres</td>
<td>187 acres</td>
</tr>
<tr>
<td>Total</td>
<td>595 acres</td>
<td>568 acres</td>
</tr>
</tbody>
</table>

Table 3: 1985 and 2018 Land Use Mix

Population, Demographics and Buildout Estimates
In 2018 Bellemont was not a Census Designated Place meaning there is not a specific Census population count that aligns to the Area Plan boundaries. Demographic information for the plan update was extrapolated from available Census Tract and Block information. Bellemont is encompassed within the geographic area of Census Tract 22, which is further divided into Census Block Groups and then into Blocks. Utilizing Zip Code Translation Area information and comparing that to block-level data for Census Block Group 4, the Bellemont Access Management and Multi-Modal Transportation Study estimated that as of the 2010 Census there were 731 residents living in Bellemont.\(^\text{17}\) That study also estimated specific demographic characteristics for minority population and age of Bellemont’s residents, shown in Charts 1 and 2 below. The number of people living below poverty level and female heads of households were estimated to be zero percent of the Bellemont population.\(^\text{18}\)

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\(^{17}\) Bellemont Access Management & Multi-Modal Transportation Study, 2015.

Chart 2: Bellemont Age Distribution

The Community Survey conducted for the Area Plan update in December, 2017 provides an additional snapshot of some of Bellemont’s basic population characteristics. The majority of Bellemont’s residential population – nearly 80 percent of the survey respondents – are full-time property owners who reside in the Flagstaff Meadows subdivision. Nearly 40 percent of Bellemont’s population have lived there between six and ten years, with 45 percent residing in Bellemont between one and five years. Forty-five percent of the households contain between one and two residents, 42 percent between three and four, and 13 percent have more than four persons living in a household. Bellemont is a community of mixed employment demographics. Not surprisingly, and as an indicator of Bellemont residents’ reliance on Flagstaff for employment, the majority (75 percent) of survey respondents work in Flagstaff, while 16 percent work in Bellemont. Ten percent are retired. Telecommuting and working from home is also an employment choice for some Bellemont residents.

Population projection estimates for Bellemont through 2035 were determined using a buildout of the current zoning, added to the 2010 Census population count. 19 Utilizing 2.53 persons per household identified for Coconino County in the 2010 Census, times the total 336 units constructed in Flagstaff Meadows, Bellemont’s population as of 2017 was estimated to be approximately 850 people. Counting 192 additional rooftops to be constructed in Flagstaff Meadows Phase III, existing recreational vehicle park residents, an estimated 140 units to be built in the manufactured home park zone, 146 units of seasonal housing in the CH-10,000 zone, and an additional 99 units proposed with a recent rezoning application, the total population of Bellemont in 2025 is estimated to be approximately 2,581 residents living in 1020 residential units. (It is likely that this build-out will occur much sooner than 2025.) Additional rezoning of commercial to residential land was not factored into this estimate.

Based on the Community Survey, the community preference for future residential development is to continue the existing single family residential-style subdivision established by Flagstaff Meadows. (There is community interest for other types of residential developments, such as townhouse/condominium, mixed-use commercial and residential, as well as large lot subdivisions over one acre.) Using this information for the build-out estimates, the types of residential units were assumed to be a combination of the existing single-family and townhome style found in Flagstaff

Meadows. Mobile homes and park models were assumed to be the preferred style for the new park being developed in the CH-10,000 and MHP zones.

**Area Plan Growth Scenario and Vision**

One of the questions asked in the Community Survey was how the community envisioned growth and development to occur in Bellemont over the next 20 years. In developing this question, the BAP considered a range of factors such as whether the amount of land currently available for development should be increased by encouraging Coconino National Forest land to be exchanged and thus opened to development or if that land should remain undeveloped USFS land; whether the community desired neighborhood commercial development; or whether the plan should guide development and keep Bellemont “rural.” These considerations are summarized in the three growth scenarios that were presented with the survey questionnaire:

**Alternative A:** A Growing Bellemont. This is the new “hot spot,” an alternate to Flagstaff that features a small yet diverse commercial center with well-designed and planned subdivisions and homes, developing recreational trail systems, and an exclusive feel to the community. To achieve this vision, additional land would be needed for development, most likely USFS land that is currently open space.

**Alternative B:** Build out Bellemont. This vision sees developing the current land base with residential and commercial growth supporting new stores and restaurants in a neighborhood commercial and service center, and developing a trail system. This future would build out the remaining industrial, commercial, and residential vacant land, and locate a neighborhood commercial center.

**Alternative C:** Rural Bellemont. Maintain Bellemont’s rural, small community with its quaint and wild character. Complete the new residential development that is underway, add a country store or restaurant. This future would allow some additional development in Bellemont without an RAC.

Alternative A, “A Growing Bellemont,” ranked as the least preferred option by 59 percent of respondents. Alternative C, “Rural Bellemont” was most preferred by 48 percent of respondents, while “Build Out Bellemont” (Alternative B) was ranked as the second choice by the highest percentage (54 percent) of respondents, and highest overall when considering first and second choices. The BAP considered all of the survey results and in balancing the results from the Alternative B growth scenario with responses from the Community Survey that indicated a strong interest in additional neighborhood commercial services, they selected Alternative B, Build Out Bellemont, as the growth scenario that would inform the overall vision and direction for land use in Bellemont. Alternative B was modified to become Bellemont’s land use vision.

**Vision**

Under the Build-Out Bellemont scenario, Bellemont will continue to develop land that is currently available for residential, commercial, and industrial uses. In North Bellemont, land is developed in a manner that supports new stores and restaurants located in a neighborhood commercial and service center, while South Bellemont utilizes interstate travel and railway routes that support and provide infrastructure to commercial and industrial uses. New restaurants, neighborhood commercial services, and residential uses mix within a designated neighborhood commercial and services center, identified
on the Future Land Use Map as the RAC. The RAC is connected to existing residential areas with a local and regional trail system that winds throughout Bellemont. The predominantly residential North Bellemont is connected to Bellemont’s military, industrial, trucking, and traveler services hub in South Bellemont by the multi-modal Bellemont Bridge crossing I-40. Recreational vehicle parks adjacent to Coconino National Forest continue to provide alternative residential development as bookends for Bellemont on the east and west boundaries.

Future Land Use Map
Complementing the growth scenario vision, the Bellemont Area Plan contains a Future Land Use Map (FLUM). This is an update to the land use map adopted with the 1985 Plan and illustrates how the Build-Out Bellemont growth scenario is anticipated to unfold over the next 20 years. To map this growth scenario, generalized land use categories were created based on existing zoning as well as development patterns that have emerged since adoption of the 1985 plan.

Regional Plan Rural Growth Boundary, Rural Activity Center, and Map Designations
The Regional Plan’s Rural Growth Boundary, as illustrated on the FLUM, is modified based on recommendations from this Area Plan. The modifications, shown as red dashed lines, expand the Rural Growth Boundary (RGB) along the western boundary: The RGB is moved south along the northern boundary to follow that of the Area Plan boundary, and is moved north to follow the southern edge of industrial zoned land in South Bellemont. This modification will require an amendment to the Regional Plan so that the plans align.

The FLUM also locates the RAC in North Bellemont. This is the preferred area to receive neighborhood-serving commercial development and is consistent with and provides a specific designation for the RAC identified in Bellemont by the Regional Plan. According to the Regional Plan, a RAC is a designated location as follows:

. . . in an unincorporated area that is appropriate for locally-serving retail and service businesses and serves as focal points for the community in which they are located. The uses that each activity center may contain will vary depending on the characteristics, needs and zoning of the location, and may include a range of small-scale retail, offices, and other business and personal services designed to meet the needs of area residents. Other appropriate uses may include schools, transit stops, parks and other civic uses. The objective is to provide opportunities to meet area resident needs locally, reducing the requirement to travel out of the area to meet day-to-day needs. Development in this category may be subject to special standards, including size limits and design standards, so as to maintain a scale and architectural character appropriate to the rural community. 20

The Regional Plan further describes the RAC as an area “intended to be both residential and non-residential uses that are designed and developed with quality design standards. The primary objective is to provide a mix of housing types, including single-family detached, attached and multi-family dwellings, with shopping, restaurants, commercial and service uses, office and employment centers included as part of the activity center. Other supporting land uses, such as parks and recreation areas, religious institutions, and schools, may be included. A full range of urban services and infrastructure is

20 Regional Plan IX-39
required.”21 Within the RAC, mixed-use can be either vertical urban-style (residential over commercial), or “horizontal mixed use” style, with both uses separate but integrated on the same site.

The Bellemont Area Plan envisions that the RAC will be the neighborhood-serving commercial center for North Bellemont and is sited to be the focal point of the “pedestrian-shed.” A pedestrian shed, the building block of a walkable neighborhood, is an area within a five-minute walk from residential development. This five-minute walk is graphically depicted as a quarter mile radius from an activity center.22

The Regional Plan’s Future Growth Illustration map designated the 750-acre parcel in North Bellemont owned by the USFS as “Suburban – Future.” The parcel was created as the basis for a land exchange proposed by the Arizona Game and Fish Department in 2003 to build a recreational shooting range. Although studied for environmental suitability under National Environmental Protection Act requirements, that proposal was met with community opposition and ultimately not approved. Information provided by the USFS for the Area Plan update indicated that future land exchange proposals within the Bellemont Area Plan would initiate a new review and evaluation process based on a specific proposal. The parcel boundaries drawn for the previously proposed recreational use would be modified.

By designating this parcel as a potential location for future suburban residential development, the Regional Plan calculated housing units and population based on the existing parcel, and added those numbers to the Regional Plan’s population estimate. Those estimates assumed a housing density range between 0.25 to 3.9 units per acre, which added between 188 to 2,925 units, or 476 to 7,400 residents, into the Regional population. At the same time the Regional Plan model did not estimate how rezoning of existing commercial land to residential land, or the build-out of manufactured home park zoning, would add population. At the time of report preparation, a minimum of 345 additional residential units are being added to the Bellemont area on existing privately-owned parcels, beyond what the Regional Plan model predicted would be built.

The Bellemont community seeks to balance growth with conservation and to preserve that adjacent open space that is a defining aspect of community character. Considering the potential benefits from land exchanges that may open land for development of new “rooftops,” which would then support desired neighborhood-serving commercial, and in an effort to balance growth with preserving open space, the Area Plan seeks a revision to the Regional Plan map. This would re-designate the USFS parcel from “Suburban – Future” to another designation shown as “White designates ‘as is’ - existing entitlements remain.” It also adds a symbol on USFS land that indicates “potential future residential development.” This symbol is intended to preserve the potential for future residential development on USFS land but on a specific location, and of a size and density to be determined based on a potential future USFS land exchange proposal. The Area Plan policies direct developments on USFS land to be master planned and designed with input from and supported by the Bellemont community.

Bellemont’s Future Land Use Map is Illustrated in Figure 3.

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21 Regional Plan IX-39
22 Regional Plan GL-6
Figure 3: Bellemont Area Plan Future Land Use Map
The following Future Land Use goal and policies provide direction by the Bellemont community for development within the Area Plan.

**Future Land Use Goal and Policies**

**Goal**

The Build-Out Bellemont scenario for future growth will be the preferred development alternative, where Bellemont continues to develop land that is currently available for development, while preserving open space and USFS land.

**Policies**

**LU.1.** This Area Plan does not support National Forest land exchanges within or on lands adjacent to the Bellemont Area Plan, unless the exchange supports protection of important, environmentally sensitive habitat or cultural preservation on remote parcels with no or limited infrastructure, and results in a community-supported master planned residential development that incorporates open space buffers and amenities compatible with the existing residential development in North Bellemont, or is compatible with existing industrial and commercial development in South Bellemont. See Policy NE.22.

**LU.2.** This Area Plan supports an amendment to the Comprehensive and Regional Plans to modify the existing USFS parcel adjacent to North Bellemont to be compatible with the Bellemont Future Land Use Map. The amendment will seek to change the designation “suburban residential” to “existing entitlements” (currently Open Space/Conservation zoning) and add a symbol on USFS land that shows “potential future residential development.”

**LU.3.** The Rural Growth Boundary designated on the Future Land Use map denotes the limits of additional growth in Bellemont. Development of USFS lands within the Growth Boundary is contingent upon available infrastructure, the approval of USFS land exchanges in compliance with the policies of this Area Plan, and Board of Supervisors’ approval. This Area Plan supports a second amendment to the Rural Growth Boundary of the Regional Plan to match the boundaries shown on the Future Land Use Map.

**LU.4.** Rezoning requests should be compatible with the Bellemont Future Land Use map. Rezoning requests to change commercial to residential uses within the Rural Activity Center are discouraged. In considering rezoning requests to change commercial to residential uses outside of the Rural Activity Center, the mix of additional residential development that is needed to support neighborhood-serving commercial in the Rural Activity Center may be analyzed as factor to support the rezoning.

**LU.5.** Within the Rural Activity Center, mixed use development combining residential with neighborhood-supporting commercial is strongly supported.

**LU.6.** If the existing recreational vehicle parks are redeveloped to a use other than residential, impacts to existing workforce and affordable housing should be addressed.
Residential Use

Changing Development Patterns
The 1985 Area Plan cited “irregular parcel configurations and their close proximity to the freeway and the nearby Santa Fe Railroad tracks [as detracting] from the area’s appeal for intensive residential development. These same attributes, however, enhance the area’s viability for limited commercial and light industrial use.” It is notable that the original plan’s orientation as an industrial and commercial area has instead developed into a mix of uses, with residential being the predominant land use in North Bellemont.

Subdivisions
Development of residential subdivisions in North Bellemont has been significantly influenced by availability of large, vacant parcels, water, and wastewater services. These features have promoted subdivision, versus the more common pattern of land division seen throughout the County. Subdivision development creates organized continuity to road and drainage infrastructure, parks, open space, lot layout, and other community features. Residential development in North Bellemont is likely to continue. As previously noted, the multi-phase Flagstaff Meadows subdivision comprises the majority of the residential units in Bellemont, and features a combination of housing styles, ranging from townhomes to small and moderate-sized, single-family, detached residences. Flagstaff Meadows has created a uniformity in building and architectural style that defines Bellemont’s residential character. See the Design Review Guidelines for more details.

Recreational Vehicle Living
In addition to single-family residential subdivisions, the two existing recreational vehicle parks, both zoned for commercial use, function as locations for travelers with recreational vehicles and as permanent housing. The first, A-Way Forest Trailer Park, is located in North Bellemont, is zoned heavy commercial. Originally called The Haven of Rest Mobile Home/Travel Trailer Park, this development, established in 1971, was permitted with ten mobile units designated for a combination of permanent mobile and manufactured home use. The property is currently operating, although the use permit is not active.

The second property is the Pine Breeze Inn, located on Historic Route 66 in South Bellemont. The Pine Breeze Inn was originally established in the 1930s, according to the owner’s records, with a store, gas station, and eight cabins previously used for overnight rental. It retains historic significance based on its location on Historic Route 66, and because it was featured in a scene from the movie Easy Rider in 1969. The Pine Breeze Inn had been closed for approximately 30 years when it was reopened in 1997 and a conditional use permit was approved for the RV park. Currently, this site provides year-round, semi-permanent housing for tenants living in their recreational vehicles, usually leased on a month-to-month basis.

There is also a third site, a new development that will be a combination mobile home park and recreational vehicle resort located on the western edge of North Bellemont and surrounded by Coconino National Forest. This development is in the permitting stage and will add 286 permanent and seasonal units to the community.
Residential Land Use Goal and Policies

Goal

Bellemont will provide a diverse mix of housing choices that support a lively range of rural small-town services and amenities.

Policies


LU.8. New single-family residential development should complement the character of the existing architecture within Bellemont.

Commercial and Industrial Uses

Rural Activity Center and Economics of Supporting Population

Currently, very few commercial services, such as restaurants and retail stores, are available for residents, employees, and military personnel. Those that are available are limited to fast food restaurants co-located with the Pilot Travel Center and the Route 66 Diner in South Bellemont. The community has expressed a clear preference for more neighborhood-serving commercial such as restaurants, coffee shops, and markets. Based on current population estimates, Bellemont could possibly support additional new highway-serving retail, such as a second motel/hotel, with a complimentary traveler-serving restaurant, and a business such as a Dollar General or similar retail store. An alternative scenario to a single, larger retailer could be a 5,000 square-foot retail center with 1,200 square-foot units for tenants such as a restaurant/bar, coffee shop, UPS or MailBox store, and possibly a small or modified grocery market. The preferred location for these services is in the RAC.

As Bellemont’s population grows, both the demand for neighborhood commercial services and the economic viability to support these businesses will increase. The policies in this Plan are designed to support the growth of commercial development in tandem with new residential population, and to plan for locating those services in the RAC. Accommodating new sectors of employment opportunities, such as telecommuting options, may become more viable for Bellemont residents as Northern Arizona experiences an in-migration of workers that bring their jobs with them. This trend is supported by recent analyses that show communities such as Flagstaff and the County, because of the recreational and cultural amenities offered here, are growing in popularity among telecommuters and employees of the “gig” economy, who can connect to work from anywhere. Along with gig economy trends, the growth in internet business sales, the food and beverage industry, and “experiential” opportunities, such as spa and exercise businesses, all provide options for business growth in Bellemont. While at the time of Plan preparation, Bellemont’s primary industry caters to highway and traveler services, and light industrial and manufacturing businesses, an effort to create a Bellemont brand might benefit and incubate more options to diversify Bellemont’s economic base.

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23 Stigmon, John. Economic Collaborative of Northern Arizona, Personal communication, October 6, 2017

24 ECoNA article: http://econa-az.com/the-gig-economy-inward-migration-flagstaff/

25 2018 Arizona Chapter of the American Planning Association Conference Session Retail Trends in Planning
Arizona Opportunity Zones
In April, 2018, the U.S. Treasury Department approved Arizona’s Opportunity Zone nominations that made “Arizona one of the first states in the nation to have its zones officially designated. Created under a provision of the Tax Cuts and Jobs Act, the federal Opportunity Zone program allows each state’s governor to nominate up to 25 percent of the qualifying low-income Census tracts as Opportunity Zones. Investors who reinvest capital gains monies in Opportunity Zone funds will receive reductions on capital gains taxes relative to the years of their investment.” Bellemont falls within one of the Opportunity Zone boundaries (for Census Tract 04005002200), a large area extending well beyond the Area Plan boundaries. For more information, visit the Arizona Commerce Authority website.

Rural Activity Center Goal and Policies
Goal
The Bellemont Area Plan will contain a mix of residential development that supports a centralized, vibrant and active neighborhood-serving Rural Activity Center.

Policies
LU.9. The Bellemont Rural Activity Center designated on the Future Land Use map should be the neighborhood commercial center of Bellemont, suitable for mixed use development that promotes community interaction.
LU.10. Restaurants, a neighborhood grocery, retail stores, and personal and medical services, should be the preferred types of businesses in North Bellemont.
LU.11. Mixed-use commercial development in the Rural Activity Center should be of a scale and character compatible with surrounding residential neighborhoods in Bellemont.
LU.13. Circulation infrastructure within, from, and to the Rural Activity Center should be accessible for pedestrian, bicycle, and alternative transportation modes via sidewalks, paths, trails, bike paths, and public transit. Maintenance of the circulation infrastructure should be the responsibility of the property owner or the County, whichever is applicable.
LU.14. The Rural Activity Center should provide for alternative modes of transportation including electric vehicle charging stations and vanpool and park-and-ride parking spaces where appropriate.
LU.15. The Rural Activity Center should support changing employment options such as creating space and developing infrastructure for telecommuting employees, entrepreneurs, and “gig” economy workers.

Business and Industrial Lands Inventory and Engagement
A windshield survey of existing businesses was conducted in the summer of 2017 to inform the background for this plan. The survey demonstrates there is a mix and a range of business and industrial land uses in Bellemont, and while businesses change over time, this inventory provides a snapshot of current conditions. It is intended to be a general guide to the existing businesses and industries located in Bellemont, and as a reference for new opportunities looking to locate with similar operations.

26 Arizona Commerce Authority website: https://www.azcommerce.com/arizona-opportunity-zones/
The BAP invited South Bellemont business and property owners to a roundtable meeting to discuss issues specific to South Bellemont. During the same meeting, the BAP conducted a land use ideas charrette for the undeveloped 55-acre San Juan Southern Paiute Tribe property, also located in South Bellemont. The purpose of this exercise was to gather input as to the types of land uses that the community would ideally desire on this large, vacant parcel. Table 4 summarizes the ideas and comments from this meeting.

| South Bellemont and San Juan Southern Paiute Tribe Property Land Use Design Charette Summary |
|-----------------------------------------|----------------|--------------------------------|
| **Advantages**                          | **Challenges**                          | **Opportunities**             |
| South Bellemont                         | Distance from Flagstaff                  | Develop as a transportation hub for trucking and RV industries |
|                                        | Unique community character               | High density housing          |
|                                        | Adjacency to Camp Navajo                 |                             |
|                                        | and enhanced security                    |                             |
|                                        | Interstate access                        |                             |
|                                        | County snowplowing                        |                             |
| San Juan Southern Paiute                | Good highway visibility                  | Residential / Public Service  |
|                                        | Large acreage                            | High density housing          |
|                                        | Views                                    | Community Center             |
|                                        | Insufficient water supply and fire suppression |                             |
|                                        | Some building signage is not visible from the Interstate |               |
|                                        | Permitting (CUP) process                 |                             |
|                                        | Floodplain                               |                             |
|                                        | Long narrow shape                        |                             |
|                                        | Site preparation                         |                             |
Permitting and Approval Process for New Commercial and Industrial Uses

Certain types of commercial and industrial uses in Bellemont are subject to Conditional Use Permits, while others are permitted by-right and may be constructed by the issuance of building permits. Conditional Use Permits require the approval of the Planning and Zoning Commission during publicly noticed hearings. According to the Community Survey the community’s preference for industrial uses were, from most favored to least: wholesale and warehousing; manufacturing of electronics; furniture and technical instruments; industrial services such as truck and automobile repair; RV, boat, and camper sales and service; heavy equipment sales; lumber yards; rock and gravel yards—with borrow pits and mineral extraction; and cement products being the least preferred.\textsuperscript{27}

Many of the commercial and industrial land uses are permitted uses, meaning that the land uses do not require approval as a conditional use permit. The Bellemont Area Plan Design Guidelines, adopted with this Area Plan, are design standards established for new and remodeled commercial, industrial, and multi-family developments. Design standards are regulated by the County’s Zoning Ordinance Design Review Overlay zone, and require submittal of a Design Review Overlay application and approval by the Planning and Zoning Commission. New commercial, industrial, and multi-family projects in Bellemont are subject to those design standards.

Commercial and Industrial Land Use Goal and Policies

\textit{Goal}

\textit{A regional commercial and industrial center will be located on the south side of I-40 in South Bellemont.}

\textsuperscript{27} Bellemont Area Plan Community Survey, January, 2018
Policies

LU.16. Enhance employment opportunities for residents of North Bellemont and surrounding communities by expanding industrial and commercial development in South Bellemont.

LU.17. Support a potential Area Plan amendment to expand the western boundary to encompass the 117-acre cinder mine parcel and contiguous US Forest Service land, located along the unmaintained portion of Route 66 accessed through South Bellemont, if a proposed use of the parcel meets the vision and goals of this area plan, provides employment opportunities, and increases Bellemont’s industrial base.

LU.18. Support development of the existing industrial and commercially-zoned land adjacent to railroad and highway access by encouraging new wholesale and warehousing, lightly intensive manufacturing and industrial services such as electronic, furniture, technical instrument plants, and highway commercial, such as automotive and truck repair, boat, camper and RV sales and services developments, and forest products processing, to locate to South Bellemont.

LU.19. Discourage manufacturing uses such as borrow pits, mineral extraction, and cement production.

LU.20. Potable water-intensive commercial and industrial uses are discouraged.

LU.21. The County should work with the Arizona Department of Environmental Quality (ADEQ) to explore opportunities for the reuse of treated wastewater for new commercial and industrial development projects.

LU.22. Coordinate with Camp Navajo and the Naval Observatory, Flagstaff Station when new commercial and industrial projects are proposed in South Bellemont to ensure continued compatible land and infrastructure use.

LU.23. New commercial, industrial, and multi-family development should comply with the Bellemont Area Plan Design guidelines for noise impacts, lighting, height, and design and color of buildings.

Military, Public and Quasi-Public Land Uses

There are a number of public and quasi-public utilities located within the Bellemont Area Plan, ranging from Camp Navajo and the local fire district, to an interstate pipeline that bisects the area, as well as a substantial amount of Coconino National Forest land.

Public utilities that provide electrical, telephone, natural gas, water, and cable television and telecommunications services are necessary to support development, particularly business and industrial development. As previously noted, utilities that serve the Area Plan include APS for electricity, Unisource Gas for natural gas, Centurylink Communications for telephone and internet, and Direct and Dish for television services. There are no cable television service providers. Water companies include the Bellemont Water Company and Utility Source. Utility Source is the only wastewater service provider in Bellemont. Ponderosa Fire District provides fire and emergency medical services, and wildland firefighting, education, and prevention. Details about public utilities and services are further discussed in the Community Services and Public Safety chapters.

Transwestern Pipeline is a segment of an interstate natural gas pipeline regulated by the Federal Government and the Department of Transportation. The pipeline begins in west Texas and terminates...
in Phoenix, Arizona and Southern California. The 150-foot-wide pipeline right-of-way traverses through North Bellemont. Where the pipeline crosses private land, the County’s conditional use permit review process for a public utility would apply to modifications or expansions of the pipeline. Where potential development might impact the right-of-way, the message from the pipeline is “Call before you dig.” The number to call is 811.  

**Camp Navajo Army Compatible Use Buffer**

The Army National Guard owns and operates Camp Navajo as a National Guard Maneuver Tier III Training Center. Managers anticipate expanding the operations for training and range development as well as continued ammunition storage and possible commercial enterprises. To protect the operations training and security of the base, in 2015 Camp Navajo finalized an Army Compatible Use Buffer (ACUB) plan. The ACUB identified areas surrounding Camp Navajo with the potential for military operation noise to affect property owners or safety and security issues to occur along the installation’s border. While the Bellemont Area Plan boundary is encompassed within the two-mile radius of the ACUB, there is no land within Bellemont identified as priority area for limiting future development. However, activities within Camp Navajo may impact Bellemont, as the Area Plan falls within the range of Camp Navajo’s Zone II noise complaint area.

**Military Compatibility Goal and Policy Goal**

Bellemont Area Plan’s goals and policies will complement the Army Compatible Use Buffer

**Policy**

LU.23. Bellemont is within the two-mile Camp Navajo Army Compatible Use Buffer (ACUB) zone and new uses should consider impacts to that zone. Camp Navajo should be consulted when new development projects within the Army Compatible Use Buffer Area are proposed.

**Naval Observatory Flagstaff Station**

The Naval Observatory Flagstaff Station (NOFS) is one of several observatories and one of two U.S. Naval Observatory sites in the Flagstaff region. The NOFS is the U.S. Naval Observatory’s dark sky site for optical and near-infrared astronomy. While it is not within the Bellemont Area Plan boundary, its close (ten-mile) proximity to Bellemont is an important discussion point for this Area Plan in that light emissions from Bellemont can impact the NOFS mission. The NOFS has identified a maximum 10 percent brightening over current conditions as the maximum increase allowable to maintain mission capability. The NOFS mission is:

- To make, analyze, and interpret astrometric and photometric dark sky observations as are required to fulfill the mission of the USNO.
- To conduct a research program to improve the observational methods and the accuracy of astronomical data required by the Navy and other components of the Department of Defense.
- To perform other functions or tasks as may be directed by higher authority.

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28 Hull, Hank, Transwestern Pipeline, Personal Communication, September, 2018
29 Coconino Joint Land Use Study September 2018 draft
30 Coconino Joint Land Use Study September 2018 draft
31 Coconino Joint Land Use Study Draft September 2018
To provide continued support for the mission of the NOFS, the Bellemont Area Plan has identified policies in the Dark Skies section that will adopt all of Lighting Zone II for the entire planning area and that encourage direct consultation with the NOFS on new development projects.

**Joint Land Use Study (JLUS)**
As mentioned in the Community Character section, the JLUS was a “cooperative land use planning effort between local government and military installations. It seeks to ensure lasting compatibility between military installations and their neighboring communities.” The primary focus of the JLUS was the United States Naval Observatory Flagstaff Station (NOFS) and the Arizona Army National Guard Camp Navajo. Primary issues identified in the JLUS process included the dark sky, forest health, and land use. This planning process occurred at approximately the same time as the Bellemont Area Plan update, and the JLUS identified issues that may impact Bellemont, such as expansion of the commercial enterprises and rental space on Camp Navajo, a potential biomass business cluster, and other new enterprises. These commercial enterprises will operate in addition to the National Guard operations and are noted here as potential competitors and/or complementary businesses to those on private land within the Area Plan’s boundaries. These are also noted because the base utilizes and impacts the roadway infrastructure system through Bellemont, contributing to traffic volumes and roadway maintenance needs, all of which may impact private enterprises. For more information about the JLUS document, contact Coconino County Community Development.

**National Weather Service**
In 1994, the National Weather Service moved its office to Camp Navajo from the Flagstaff Pulliam Airport. This facility currently operates from Camp Navajo.

**Coconino National Forest**
Much of the Plan area is Coconino National Forest land over which the County has no jurisdiction. At the same time, Bellemont residents value the community’s proximity to the Coconino National Forest for a multitude of recreation and open space uses. The community also relies on the USFS to manage public land for wildfire concerns, recreation, and resource management. Policies throughout the Plan encourage the community to engage and partner with the USFS on projects. Because Bellemont identifies with the forest’s open space as a component of its sense of place, as mentioned earlier, this Area Plan does not support Coconino National Forest land exchanges for future development, unless the exchange specifically supports protection of important and environmentally sensitive habitat and cultural preservation on remote parcels. If USFS land within the Area Plan boundary becomes the subject of a land exchange and subsequently available for development, the community desires that the development result in a master planned residential community that provides open space buffers and amenities compatible with the existing residential development in Bellemont. The policies in this plan reflect that value.

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32 Coconino Joint Land Use Study Draft September 2018
33 [https://www.weather.gov/media/wrh/online_publications/TMs/TM-273.pdf](https://www.weather.gov/media/wrh/online_publications/TMs/TM-273.pdf)
Natural Environment, Open Space, Parks, Trails, & Recreation

Introduction
Bellemont residents echo the Comprehensive Plan’s value for the natural environment and wide-open space adjacent to and surrounding the northern, western, and eastern borders of the Area Plan. Open space provides access to Coconino National Forest and other natural areas offering a vast amount of recreational opportunities. Protecting the natural environment, open space, and the recreational opportunities associated with these areas is a cornerstone of this Area Plan.

Natural Environment

Climate
Like most of Coconino County, Bellemont’s climate is semi-arid with cool average temperatures. The monthly average low is 11 degrees in December and January, and the monthly average high is 79 degrees in July. Annual average annual rainfall is 21 inches with 74 inches of snowfall.34

Air Quality
Throughout Coconino County, air quality is generally recognized as excellent, contributing to human, animal, and plant health, assuring clear views of surrounding vistas, mountains, and a dark sky. Air quality is influenced by prevailing wind and weather. Local factors can negatively impact air quality.35 In Bellemont, air quality may be negatively impacted specifically by the dust from unpaved USFS roads, vehicle emissions from the I-40 Corridor, smoke from prescribed and wild fires, smoke from wood burning stoves, and new industrial developments in Bellemont as well as Camp Navajo. Air quality also impacts the dark sky and the mission of the Naval Observatory. These impacts can be evaluated by the Arizona Department of Environmental Quality (ADEQ) which may provide recommendations for mitigation measures with new projects.

Air Quality Goal and Policies

Goal
Protect and preserve air quality in Bellemont

Policies
NE.1. Consult with the Arizona Department of Environmental Quality (ADEQ) when new industrial development is proposed to evaluate potential air quality impacts and to request mitigation measures.
NE.2. Encourage residents to consider installing EPA-certified wood stoves to mitigate winter season inversions and impacts to air quality.

Environmentally Sensitive Lands
Environmentally Sensitive Lands landscape features play a particularly important role in supporting wildlife and plant diversity and are susceptible to degradation and other impacts from development. Such features include water systems including floodplains, riparian areas, wetlands, springs and seeps, rivers, and stream corridors; and wildlife corridors and habitats including large-diameter trees and

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34 https://www.usclimatedata.com/climate/bellemont/arizona/united-states/usaz0327
35 Coconino County Comprehensive Plan, 2015, pg. 40
standing snags, steep slopes and rock outcrops, and sensitive soils. Many of these features occur within the Bellemont Area Plan, particularly floodplains and watersheds, wildlife corridors, and rock outcrops. Mapping with the best available science is the most accurate way to determine the location and extent of environmentally sensitive lands. Policies in this area plan are written so that new development projects will consider designs that avoid impacting environmentally sensitive lands.

**Environmentally Sensitive Lands Goal and Policies**

**Goal**

**Preserve and enhance the natural qualities of environmentally sensitive lands within and adjacent to Bellemont.**

**Policies**

NE.3. New residential subdivisions are strongly encouraged to preserve sensitive soils and watershed features by utilizing the cluster design or other options available through the County’s subdivision ordinance.

NE.4. Development projects should be designed to minimize the alteration of natural soils and grass lands, habitats, floodplains and watersheds and other environmentally sensitive features.

**Flood Zones and Watersheds**

Development in a floodplain may be at risk for flood hazards, such as structural and personal property damage, and increased cost of insurance. Floodplain development also impacts wildlife habitat, downstream watershed quality and potentially creates higher potential downstream flows. The Community Survey questioned if protecting the floodplain from development is important, and seventy-four percent responded that it is. Of the 163.2 acres of floodplain in the Bellemont Area Plan, only a portion of that has been studied to determine the actual boundaries of the floodplain. Volunteer Wash and Telephone Tank are “sub-watersheds” that flow from north to south through Bellemont, book-ending the east and west sides of the planning area. Volunteer Wash generally follows the one-hundred-year floodplain mapped by the Federal Emergency Management Administration (FEMA). Periodic ponding occurs throughout the area, which is also characterized by high water tables.

The Coconino County Zoning Ordinance “features a floodplain management overlay zone (FPM) that includes provisions for flood-hazard reduction but does not prohibit or prevent development in flood-prone areas. The overlay zone only requires that new construction does not encroach on the “floodway” (the main channel of discharge of a 100-year flood). Although development is not prohibited in flood-prone areas, it is required to be designed to reduce potential flood damages.” The Area Plan cites specific policies to mitigate impacts from floodplain development. For example, the plan encourages funding for specific studies of the floodplain on private parcels and discourages new development within those studied floodplain limits.

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36 Coconino County Comprehensive Plan 2015, page 150
37 Fort Valley Area Plan 2011, page 26
The floodplain management regulations help ensure that property owners can obtain insurance under the National Flood Insurance Program and the County can obtain disaster relief from FEMA.\(^\text{38}\)

Because of the area’s potential to flood, the Bellemont community has created the following goal and policy.

**Flood & Watershed Goal and Policy**

**Goal**

*Minimize the risks to public safety posed by natural hazards.*

**Policy:**

*NE.5.* A surface hydrology and drainage study and construction plans for surface drainage and storm water conveyance facilities should be submitted to the Engineering Supervisor for review and approval prior to approval of major development projects. All new development in areas prone to flooding or ponding should be constructed in full compliance with the Coconino County’s Floodplain Management Zone requirements.

A Watershed is a defined unit of land that captures water from snow melt and rain and drains the water either over or underground into a stream, river, or lake. Watersheds often cross political boundaries and are usually much larger geographically than the designated 100-year floodplain.\(^\text{39}\) Sub-portions of the two watersheds that occur in Bellemont, Volunteer Wash and Telephone Tank, are shown on the Area Plan map. The majority of both sub-watersheds are owned and managed by the USFS. Both drain into Sycamore Creek, a Designated Wilderness Area, and are “Functioning at Risk” due to high road density, primarily on USFS land, creating soil erosion and sedimentation.\(^\text{40}\)

Watersheds are essentially large drainage basins that can be impacted by development and human activity. Maintaining healthy watersheds that prevent pollution, erosion, and disturbance will benefit a community by providing high-quality outdoor recreation opportunities, protecting drinking water, habitat, and aquatic resources, and protecting property values. Integrated watershed management is a tool that holistically manages water resources and balances competing demands from agriculture, domestic, industrial, or urban use, while maintaining the natural environment and addressing non-point source pollution.\(^\text{41}\) The Bellemont Area Plan encourages the practice of integrated watershed management.

**Flood & Watershed Goal and Policies**

**Goal**

*Protect the floodplain from further development encroachment.*

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\(^{38}\) Coconino County Comprehensive Plan 2015, page 150

\(^{39}\) [https://www.epa.gov/hwp/basic-information-and-answers-frequent-questions#what](https://www.epa.gov/hwp/basic-information-and-answers-frequent-questions#what)

\(^{40}\) Arizona Game and Fish and USFS Presentations, October 18, 2018

\(^{41}\) [https://www.epa.gov/hwp/basic-information-and-answers-frequent-questions#what](https://www.epa.gov/hwp/basic-information-and-answers-frequent-questions#what)
Policies

NE.6. New development projects should avoid developing within or disturbing the studied floodplain, leaving these zones in a natural condition. If development is approved within the floodplain, it should be designed to minimize impact to current hydrologic functions and impacts to wildlife corridors and habitats. S

NE.7. Coconino County Flood Control District should research and consider applying for FEMA grant funding to conduct an Area Plan-wide floodplain study.

Flood & Watershed Goal and Policies

Goal

Protect Volunteer and Telephone Tank sub-watersheds from water pollution and contaminants carried by stormwater runoff and from development that increases the risk of flooding to existing development.

Policies

NE.8. Encourage the use of low impact development (LID) in the design of new and re-development of commercial, industrial and residential developments to maximize groundwater recharge, minimize runoff into the watersheds and improve water quality. S

NE.9. Work with planning area partners in the USFS and Camp Navajo to develop interpretive watershed information.

NE.10. Encourage the County to practice integrated watershed management efforts that promote innovative development techniques and restoration opportunities within the watersheds. S

Soils and Vegetation

In 1984, the Soil Conservation Service conducted a soil survey of the Bellemont Study Area to inform the 1985 Plan. This study provided general details about the inherent qualities and engineering limitations of soils in the Bellemont area. That original study is an appendix to the 1985 Bellemont Area Plan, and it is summarized here. Soils were also mapped in 1991 by the U.S. Department of Agriculture and USFS with the “Terrestrial Ecosystems Survey of the Coconino National Forest.”

Soils in Bellemont are composed mainly of clay and have a high shrink-swell potential meaning they tend to shrink and contract when dry, and expand when wet. They are also corrosive to certain construction materials. This characteristic presents engineering challenges in designing structures that prevent damage to buildings and improvements. Clay soils also have slow to very slow permeability rates meaning that the water is slow to filter through soils when wet (less than 0.2 inches per hour), and thus they tend to drain slowly and remain saturated for longer. This characteristic can cause surface water ponding for longer periods than more permeable soils would do, and land that is more prone to flooding. Standard wastewater disposal and treatment systems are generally not suitable for these soil types and may be problematic.

Soils in Bellemont are generally shallow with approximately 20 to 40 inches of soil over the underlying bedrock. This creates construction challenges when building foundations and underground utilities, and while these can be mitigated with appropriate construction management practices, such as sufficient

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42 https://www.fs.usda.gov/detail/coconino/landmanagement/?cid=stelprdb5331137
43 Bellemont Area Plan, 1985
compaction for roads and sidewalks, it may be costly. The potential for contamination of areas with high groundwater is also a consideration when developing on shallow soils.\textsuperscript{44}

Soils in Bellemont may present challenges for development, yet they are productive for wildlife to forage because grass thrives in the wet rock, gravel, and clay soil types. \textsuperscript{45}

**Soils & Vegetation Goal and Policies**

**Goal**

*The impacts of constructing on soils with development constraints will be considered with all development proposals.*

**Policies**

*NE.11.* Comprehensive on-site soil investigations, conducted by a registered/licensed soils engineer, should be required for all industrial, commercial, or major residential developments.

*NE.12.* The issuance of building permits in areas with severe soils limitations should be conditioned to require the incorporation of appropriate structural modifications to compensate for limiting soil characteristics.

*NE.13.* In developments requiring an excavation and grading permit from the Engineering Supervisor, the capabilities and limitations of on-site soils should be appropriately addressed prior to the initiation of construction.

*NE.14.* Erosion and sediment control measures should be incorporated in all new construction projects.

Most of Bellemont’s topography is relatively level with a gradual rise in the northern portion of the Area Plan. With the elevation increase, vegetation changes from grassy meadow to ponderosa pine forest. Much of the Area Plan’s northern portion is undisturbed, open land owned and managed by the USFS. Bellemont residents and property owners rely on USFS management practices for wildfire management and invasive non-native weed control.

Controlling invasive and non-native plant species and noxious weeds is important on public and private land because such plants can cause increased wildfire potential, degrade habitat by competing with and replacing native plant production, and by reducing biodiversity. Invasive plants that have been identified in Bellemont include several locations of bull and scotch thistle.\textsuperscript{46} Controlling invasive non-native plant species on private property is the responsibility of homeowners and homeowner associations, and can be addressed through education, community weed-pulling events, and by utilizing best management practices during construction projects. The Northern Arizona Invasive Plants Guide (https://www.nazinvasiveplants.org/) is a resource available to assist property owners in the identification and elimination methods for invasive plants. The Arizona Cooperative Extension also offers resources for weed identification and pest control.

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\textsuperscript{44} Bellemont Area Plan, 1985

\textsuperscript{45} USFS Presentation, October 18, 2017

\textsuperscript{46} Site visit conducted August, 2018
Soils & Vegetation Goal and Policies

Goal

Productive soil resources will be protected from impacts of development and the spread of invasive weeds.

Policies

NE.15. Work with the USFS to identify undisturbed or minimally disturbed areas that provide native grass habitat and encourage protection of those areas. S

NE.16. Invasive weeds should be managed to prevent the spread and infiltration into healthy, weed-free, undisturbed natural areas. Weed management plans should be prepared as part of landscape plans when required for new development projects. S

NE.17. Property owners and homeowners associations are encouraged to utilize available resources such as the Arboretum at Flagstaff to host native plant and invasive weed identification classes and events that are oriented to establishing native plants and removing and controlling invasive weeds on their property. S

Wildlife

Bellemont’s wet meadow environment has historically provided habitat and connectivity to a large animal species migration corridor. This corridor extends into the Rogers Lake area, connecting to habitat for pronghorn antelope, and more recently, for elk. Mexican spotted owl and black-footed ferret, both species protected by the Endangered Species Act, have been known in the area. Pronghorn antelope were the most prominent wildlife documented by early explorers to the region and while still common, have been replaced by elk as the most prominent wildlife species. Elk from Yellowstone were re-introduced in the early 1900’s after the native elk population was eliminated.47

The I-40 Corridor and BNSF railway route and fencing have created an un-crossable barrier that has altered the natural north-south migration corridors for wildlife and has created traffic hazards as animals attempt to cross the highway. Wildlife managers have observed that animals have adapted smaller, bifurcated migration corridors in response to these obstacles. An objective of State wildlife managers is to maintain populations of wildlife within their habitats and monitor wildlife density. Managers have identified opportunities for enhancing migration routes, linkages, and habitat by preserving migration routes within new developments, maximizing opportunities to reconnect severed corridors, and considering how the use of surface and groundwater resources impact wildlife habitat.

The Bellemont Area Plan values the wildlife on adjacent USFS land and supports the following goal and policies.

Wildlife Goal and Policies

Goal

Protect, restore and conserve wildlife habitat and migration corridors

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47 Arizona Game and Fish Presentation, October 18, 2017
Policies

NE.18. The County should consult with the Arizona Game and Fish Department during review of new development projects to identify and maintain wildlife movement corridors, design plans to maintain and improve connectivity, and provide mitigation measures in the conditions of project approval. S

NE.19. The County should consult with the Arizona Game and Fish Department, the USFS, and other agencies to help identify opportunities for protecting and restoring wildlife habitat within the Bellemont Area Plan and on adjacent public land. S

NE.20. Encourage the Bellemont community to form a neighborhood wildlife watch group to develop informational brochures and interpretive signage about wildlife habitat.

NE.21. Encourage ADOT, in collaboration with Camp Navajo and the USFS, to plan for and construct a wildlife corridor overpass or underpass to mitigate the disruption to wildlife migration corridors created by the I-40. S

Open Space and Federal Land
The Community Survey asked respondents to select attributes describing Bellemont’s community character, and open space and forest access received the highest ranking among all categories. Eighty-four percent of survey respondents reported open space as their number one choice for describing Bellemont. Tracking with this response, 65 percent indicated that they would not favor adjacent USFS land being changed from open space to land available for residential development.

Open Space Goal and Policies
Goal

Protect and maintain open space on and access to Coconino National Forest lands within and adjacent to the Bellemont Area Plan.
Policies

NE.22. This Area Plan does not support National Forest land exchanges within or on lands adjacent to the Bellemont Area Plan, unless the exchange supports protection of environmentally sensitive habitat or cultural preservation on remote parcels with no or limited infrastructure, and results in a community-supported master planned residential development that incorporates open space buffers and amenities compatible with the existing residential development in North Bellemont, or is compatible with existing industrial and commercial development in South Bellemont. (See Policy LU.1.)

NE.23. Encourage new developments that are located adjacent to natural open space to provide additional, natural, undisturbed buffer areas that transition into the open area, as well as fencing along Coconino National Forest boundaries to limit livestock from impacting private property.

NE.24. Property boundaries adjacent to Coconino National Forest should be surveyed to prevent encroachment of infrastructure or other improvements on Coconino National Forest land.

NE.25. Practice good public land stewardship by incorporating defensible space practices into maintenance plans for new and existing developments. S (See PS.1.)

NE.26. Work with the USFS to ensure that lands adjacent to Bellemont are continuously managed to preserve high resource and natural values. S

NE.27. The County should partner with the community and the USFS to identify and evaluate existing access points from residential development and other points within Bellemont for formal trailhead designation. When adjacent to public land, new residential and neighborhood commercial developments should consider providing new and preserving existing forest access.

Parks, Trails, and Recreation
There are no County developed or maintained parks and recreation facilities within the Bellemont Area Plan, although recreational opportunities abound on adjacent USFS land contiguous to residential development in North Bellemont, and along Route 66 in North and South Bellemont. Sixty-one percent of survey respondents use the forest on a daily or weekly basis.

Park Facilities in Bellemont
The developed phases of Flagstaff Meadows have approximately six acres of developed active and passive recreation facilities for residents of those subdivisions. These facilities were constructed by the developer and are maintained by the homeowners association, and they add to the overall inventory of County recreational facilities.

The community has indicated a growing need for additional park facilities, in particular local community parks designed with baseball and sports fields to host Little League and other organized team sports. Funding new community parks would require creative strategies and developing partnerships to coalesce a variety of funding sources, such as with private developers, the School District (if Bellemont is selected as a future school site), and other contributors.
The sidewalk and trail system that is internal to Flagstaff Meadows, and linkages to new pedestrian facilities along Shadow Mountain Drive, present opportunities to create linkages within Bellemont as new development occurs, and to regional trail efforts that are currently underway.

Regional Trails and National Bicycle Routes
The Flagstaff Trails Initiative is a project seeking “to develop and implement a collaborative, cross-jurisdictional strategy for recreational trails in the Flagstaff region of Coconino County.” The project will explore locations for recreational trails and access points within the Flagstaff Metropolitan Planning Organization (FMPO) boundary, including Bellemont. This project presents an opportunity for Bellemont to be connected to a larger, regional trails system and is supported by this Plan.

The United States Bike Route 66 (USBR 66) project is an effort being championed by the American Association of State Highway and Transportation Officials (AASHTO) to promote the growing bicycle tourism industry across North America. The purpose is to facilitate bicycle travel on appropriate roads, paths and highways over routes that are desirable for interstate bicyclists. A route should form continuity of available roads through two or more states connecting and traversing areas of scenic, cultural, and recreational interest. The Arizona Department of Transportation (ADOT) has endorsed the project and is working to implement those segments of the trail throughout designated Arizona counties. The Coconino County BOS adopted a resolution on April 21, 2015 supporting the development of USBR 66. A USBR 66 corridor is designated to follow the alignment of Route 66 in Bellemont, and when this project receives formal designation by ADOT, signage, promotional materials, and other resources will become available to promote the route. This may present an opportunity for Bellemont to serve yet another type of traveler and tie the connection to the historic aspect of Route 66 through Bellemont.

In addition to the following Parks and Trails goals and policies, goals and polices in the Transportation & Circulation Chapter support development of trails and bicycle routes in Bellemont.

Parks & Trails Goal and Policies
Goal

Provide a variety of recreational, cultural, and historic interpretive opportunities in Bellemont.

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48 Flagstaff Trails Initiative Project Description
49 AASHTO US Bicycle Route website: https://route.transportation.org/us-bicycle-routes/
Policies

NE.28. New residential subdivisions should incorporate park facilities and a trail system linking homes to trails and sidewalks throughout Bellemont. S

NE.29. Commercial, recreational vehicle parks should provide outdoor recreational facilities such as trail access, picnic areas, and pet exercise areas to travelers using those facilities. S

NE.30. Evaluate and identify opportunities to work with cultural resource experts to develop, interpret, and promote the historic and cultural resources along sections of Historic Route 66 within Bellemont. (See Policy TC.8)

Parks & Trails Goal and Policies

Goal

Develop an integrated trail system for all users within Bellemont that links to a regional trail system.

Policies

NE.31. Collaborate and support the Flagstaff Trails Initiative project to explore opportunities to identify and develop a regional trail system segment and/or access point through or near Bellemont. S

NE.32. Work with the County, City of Flagstaff, and USES to identify locations and develop signage, interpretive materials, and information about trails in Bellemont. S

NE.33. Require new development projects that border public lands to provide public access to public land and regional trails. S
Public Safety

Introduction
The rural nature of Coconino County provokes a “deep love and appreciation of the landscapes and traditions that define living in the rural West.” This is distinctly evident in Bellemont where the citizens value their proximity to public open space, natural areas, and trails. In many areas of the County, like Bellemont, the proximity to public lands also means possible isolation and distance from emergency response providers leading to longer emergency response times than would be expected within an incorporated area. Bellemont is locally served by the Ponderosa Fire District.

In addition to Ponderosa Fire District, public safety providers that serve Bellemont include Guardian Medical Transport for ambulance service and the Coconino County Sheriff’s Office for law enforcement services. In addition, Camp Navajo’s fire department and other members of the Regional Mutual Aide Compact, including Summit, Flagstaff, Highlands, and Pinewood Fire Districts, can respond as emergency services to back up Ponderosa Fire District.

Bellemont community members indicated that emergency services are important to their quality of life. Of concern are traffic congestion at the Pilot Travel Center; limited pedestrian walkways and bicycle lanes; limited access into and out of the community, wildlife, and forest fires. The Area Plan seeks to address these considerations with examination of, and goals and policies related to, natural hazards, the Wildland-Urban Interface (WUI), fire prevention, traffic safety, emergency services, and law enforcement.

Natural Hazards, Fire Protection, and Wildland-Urban Interface/Wildfire Management

Natural Hazards
The Comprehensive Plan described the rural areas in Coconino County as desirable places to live and cautioned that the proximity to forests and other landscape features increase the “potential for wildfires, wildlife encounters, dust, flooding from rain and snowmelt, and limited seasonal access. Wildfires of unprecedented frequency and magnitude are expected to continue and may become more frequent over the coming decades.”

Other natural hazards may include earthquakes, landslides, and unpredictable weather conditions such as “exceptional rainfall, snowfall, and high winds.” All of these natural events may present public safety challenges to local communities and can pose hazards to structures, impede traffic, and cause power outages. Clay soils in Bellemont may increase the flooding potential because these soils are less permeable and drain slower during heavy rainfall or snowmelt events.

Firewise Communities and Defensible Space
Forest management and wildfire prevention are top concerns in Bellemont. Respondents to the Community Survey indicated that that wild fires, preserving USFS land from development, dispersed

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50 Coconino County Comprehensive Plan 2015, page 5
51 Bellemont Community Survey (December 2017-January 2018)
52 Coconino County Comprehensive Plan 2015, page 6
53 Fort Valley Area Plan 2011, page 26
camping, and off-road vehicle use were important issues for their community. Each of these issues brings unique public safety challenges for the WUI. The Comprehensive Plan addresses these concerns noting that wild fires, whether forest, brush or rangeland fires, not only put homes and structures in harm’s way but larger systems like habitat, water supplies, and economic stability can also be destroyed.

Additionally, the Comprehensive Plans emphasizes that forest maintenance and crown fire prevention are vital to avoiding catastrophic results for residents and the forest ecosystem. Both forest restoration and fire preparation and prevention are strongly recommended.54

The Firewise Communities Program promotes home protection home protection and recommends specific development practices that reduce wildfire risk. Practices include the creation of defensible space around homes as well as using noncombustible building materials. With careful planning, WUI communities can increase their survivability and make it easier for firefighters to defend and protect homes.55

To promote Firewise principles, the Ponderosa Fire District offers educational programs for the Bellemont community that teach residents how to create defensible space. “Creating defensible and survivable space helps protect structures from fire. Defensible space practices include increasing the moisture content of vegetation, decreasing the amount of flammable vegetation, shortening plant height, and arranging plants to provide adequate spacing.”56 The Fire District is also actively involved coordinating forest thinning efforts with the USFS and Arizona Department of Forestry and Fire Management to help restore the forest to natural conditions. Thinning and prescribed burning will help prevent catastrophic wildfires with the WUI around Bellemont. The Four Forests Restoration Initiative (4FRI) focuses on Coconino, Kaibab, Tonto, and Apache-Sitgreaves National Forests. By restoring forest ecosystems that support natural fire regimes, the 4FRI will promote thriving forest communities resulting in strengthened economies while conserving natural resources and scenic values.57

Ensuring forest health is an important component for continued Firewise and defensible space programs and to ensure long term enjoyment of this important community asset.

Fire Prevention in the Building Codes
Ponderosa Fire District applies and enforces the 2018 International Fire Code to development projects within the Fire District. 58 County ordinances and building codes also address fire protection, as noted by the Comprehensive Plan. The ordinances require numerous strategies including building setbacks, separation between structures, as well as requirements for landscaping. Varying levels of fire protection depend on the type of subdivision and density of development. Road design standards and building codes also included required measures to promote fire safety.59

Bellemont has created the following goal and policies related to fire protection and management of the WUI.

54 Fort Valley Area Plan 2011, page 24
55 Fort Valley Area Plan 2011, page 24
56 Coconino County Comprehensive Plan 2015, page 150
57 Coconino County Comprehensive Plan 2015, page 149
58 Antonides, Lee, Email Communication, December 13, 2018
59 Coconino County Comprehensive Plan 2015, page 147
WUI/Wildfire Management Goal and Policies

Goal

Reduce the threat of catastrophic wildfire in Bellemont.

Policies

PS.1. Homeowners associations, and residential, industrial, and commercial property owners are encouraged to incorporate best practices of defensible space into landscape design and maintenance.

PS.2. Neighborhoods and subdivisions, through their homeowners associations, and the Bellemont community are encouraged to earn Firewise Communities/USA Recognition status. Information is available through www.firewise.org/usa.

PS.3. Invasive weeds should be monitored and managed by encouraging residential property owners to identify and eliminate weeds from their landscaping.

PS.4. Weed mitigation plans should be required for new commercial and industrial developments.

Traffic Safety and Emergency Management

The creation, maintenance, and monitoring of facilities such as roads, trails, paths, and lanes play an important role in providing traffic safety. Emergency management planning anticipates strategies for access and egress for emergency vehicles and resources among other needs such as evacuation routes.

The Bellemont Access Management & Multi-Modal Study identified a number of traffic safety concerns stemming from congestion at the Pilot Travel Center. These include “limited truck storage space, or area for queuing, available for the Pilot Truck Stop fueling station; when the fueling stations are all occupied, waiting trucks are stopped through the driveway and the intersection. This creates periodic blockage of the intersection, including the only available shared northbound right-through lane. The blockage raises concerns for safety and timely emergency response. Residential traffic to Shadow Mountain Drive has no alternative route and is forced to wait for the truck traffic to clear the intersection.” Ponderosa Fire Department vehicles responding to emergencies have been blocked or delayed on several occasions due to traffic at the Pilot Travel Center. In response to these concerns, the County will construct a new roundabout to mitigate traffic safety impacts. See the Transportation section of this Area Plan for additional information about the roundabout.

Bellemont’s RAC is intended to provide beneficial neighborhood-serving amenities. The Comprehensive Plan identifies that amenities should be balanced by potential safety concerns “[b]ecause activity centers bring many uses together…and the potential for conflicts between vehicles, bikes, and pedestrians increases in a congested area.” Supporting infrastructure “should promote multi-modal transportation opportunities, and “address possible shared parking and/or driveway access points.”

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60 Antonides, Lee. Email communication December 13, 2018
61 Bellemont Access Management & Multi-Modal Transportation Study 2015
62 Antonides, Lee. Email communication, December 13, 2018
63 Coconino County Comprehensive Plan 2015, page 92
The Bellemont Area Plan Transportation Vision states, “Bicycle and pedestrian paths and crossings are in place along all roadways, and weave throughout Bellemont to improve safety and provide connections between residential neighborhoods and commercial services.” Currently there are no bike lanes designated within the Study Area, nor are there pedestrian paths that connect directly with the Pilot Travel Center. Sidewalks are sporadically located within the residential subdivisions. 64 Responses on the Community Survey indicated that sidewalks and bike paths are inadequate65, and respondents specifically described the traffic interchange near the Pilot Travel Center as “dangerous.”

ADOT’s planned replacement of the Bellemont Bridge over I-40 presented an opportunity to include multi-modal, pedestrian, and cyclist friendly features. Concerned citizens, including County Supervisor Matt Ryan, ECoNA executive director John Stigmon, and representatives from Camp Navajo and Bellemont petitioned the Governor of Arizona to include multi-modal facilities on the bridge. Ultimately, the petition was turned down due to a lack of funding for the additional multi-modal features.66

In Bellemont, traffic safety issues impact emergency management. Residents have identified emergency management planning, particularly with regard to the single route in and out of Bellemont, as the number one implementation priority. As with other rural communities throughout the County, Bellemont is accessed by a single year-round vehicular route serving both the North and South sides of the community via the exit off I-40. During an open house, a resident commented that when the tornados hit in 2010, the sole arterial road took some time to be cleared, and community members were not able to leave Bellemont during or for hours after the emergency.67 This scenario is further complicated by the community’s de facto “town center” at the Pilot Travel Center. The Bellemont Multi-modal Study found that over 1,500 vehicles utilized Shadow Mountain Road (the main arterial road through north Bellemont, accessed via the highway ramp) on a daily basis.68 Not only are highway travelers and semi-trucks utilizing the Pilot Travel Center for refueling and purchasing food and supplies, but residents from the nearby subdivisions are driving to the site to check their mail on a regular basis. The site poses navigational challenges by car, truck, bicycle, and foot. In 2015, Pilot Travel Center dedicated one full-time employee to directing traffic on-site.69

In North Bellemont, the first phase of Flagstaff Meadows subdivision required improvement of an emergency route along FS Road 649 to the A-1 Mountain area, where vehicles could enter I-40. This emergency route and the easements for it are in place. However, a lack of way-finding signs combined with marginal maintenance of the emergency route, including snow plowing, makes reliability of this route uncertain. In South Bellemont, an emergency egress is in place on the east side of Camp Navajo via an FS road. Camp Navajo has initiated a request with BNSF to provide an emergency at-grade crossing to the frontage road in the event the Hughes Road Bridge becomes impassable. However, vehicles exiting that route from Camp Navajo during an emergency would contribute to the number of vehicles trying to exit onto I-40 from all of Bellemont.

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64 Bellemont Access Management & Multi-Modal Transportation Study 2015, page 24
65 Bellemont Area Plan Committee Notes – February 2018
66 John Stigmon’s ECoNA letter
67 BAP Minutes May 2017
68 Bellemont Access Management & Multi-Modal Transportation Study 2015, page 25
69 Bellemont Access Management & Multi-Modal Transportation Study 2015, page 7 of Phase II Engagement Summary
The Area Plan supports the Bellemont community in developing an emergency management plan. One scenario that may inform the plan is Camp Navajo’s potential designation as a FEMA Region 9 Evacuation Site. At the time of report preparation, that designation is pending.

The following goals and policies pertain to traffic safety and emergency management in Bellemont.

**Traffic Safety and Emergency Management Goal and Policies**

**Goal**

*Maintain a high level of emergency management planning and public safety in Bellemont.*

**Policies**

- **PS.5.** Residents and Homeowners Associations are encouraged to contact Coconino County’s Emergency Management for assistance in developing emergency action plans that address natural or other disasters that may sever travel routes and communication means in and out of Bellemont.

- **PS.6.** New industrial developments that present potential hazards should inform the community of contingency plans in the event of an emergency.

**Traffic Safety and Emergency Management Goal and Policies**

**Goal**

*Traffic conditions will be improved to minimize conflicts between automobiles, trucks, and travelers, and to enhance pedestrian and bicyclist safety.*
Policies

PS.7. The County Public Works Department should monitor and evaluate the traffic patterns and functionality of the new roundabout on Shadow Mountain Drive and consider modifications if warranted. Based on design warrant criteria, modifications may include the installation of larger stop signs and wider pavement stripe widths. S

PS.8. All new traveler and convenience services should be evaluated for potentially increasing traffic, pedestrian and bicycle safety conflicts, and mitigation measures installed where warranted

PS.9. The County should work with the Arizona Department of Transportation (ADOT) to ensure that bicycle and pedestrian facilities are incorporated into all new and replacement roads and structures. S (See Policy TC.1)

PS.10. Pedestrian and bicycle facilities should be incorporated into all new road and street designs, where feasible. S

PS.11. The County Public Works Department should make snow removal a priority on County-maintained road intersections with high volumes of Interstate and truck traffic.

PS.12. Cinders should be removed from County roadways in a timely manner to promote traffic, pedestrian, bicycle safety, and to protect natural features and watersheds from cinder contamination.

PS.13 Within the Rural Activity Center, pedestrian safety and walkability to adjacent neighborhoods is a priority. Additional signs, sidewalks and enhanced multi-modal street crossings may be required to ensure safe, walkable access to the Rural Activity Center.

Traffic Safety and Emergency Management Goal and Policies

Goal

Alternative access routes and linkages in and out of Bellemont will be in place to be utilized during emergency situations.

Policies

PS.14. Alternative routes in and out of North and South Bellemont that can be accessed during emergency situations should be evaluated during the approval process for new major development, such as rezoning applications or new subdivisions.

PS.15. Improvements and maintenance of the emergency access route to A-1 Mountain Road via Meadow Creek Road, required as a condition of approval for the Flagstaff Meadows subdivision, should be evaluated during the emergency planning process.

PS.16. A community emergency communication and evacuation plan should be developed to address major highway, railroad, or industrial accidents, and wildfires. S

Emergency Services and Law Enforcement

The Ponderosa Fire District provides fire and emergency medical services, wildland firefighting, hazardous material response, public education and prevention, and inspections to the Bellemont...
community. The Ponderosa District originally began as a community-led, volunteer effort in the 1970s, and in 1997, the Parks-Bellemont Fire District was formed. The name was changed to Ponderosa Fire District in 1996. It was entirely volunteer-led until 2005, when the first fire chief was hired and the current fire station in Bellemont was constructed. It now supports nine full-time positions, one part-time administrative position, and reserve and volunteer firefighters. The District is primarily funded through property taxes on parcels within the fire district. (See map).

In 2017, the Fire District responded to 309 emergency calls, 80 of which required advanced life support services and nine of which were for structural fires. Many emergency calls are related to traffic accidents along the I-40 corridor. In 2017, 54 percent of calls were in the Bellemont area, and 46 percent were in Parks and outlying areas also served by the Fire District. Since 2010, the District experienced a 33 percent increase in call volume, and a 5.5 percent increase between 2017 and 2018. In addition to increased call volume, with the significant amount of new growth and development expected to occur in Bellemont over the next several years for the residential and commercial and industrial sectors, the Fire District anticipates a significant impact on the ability to maintain the same level of service in response to calls. This may prompt the need for the District to explore additional sources of revenue.

The fire crew spends time during less busy seasons on wildland assignments such as thinning trees and supervising prescribed burns, as well as hosting citizen workshops (such as CPR and Firewise measures) and partnering with other agencies on shared projects and trainings. The Fire District will coordinate with the Sheriff’s department on how to increase their presence as the community grows, potentially providing a field office within Fire Station #82 in Bellemont.

Within Coconino County, the “most common [law enforcement] issues are related to traffic, juveniles, domestic violence, unsafe firearm use, and improper off-highway vehicle use. The Coconino County Sheriff’s Office provides law enforcement as well as search and rescue services for the planning area. Crime-prevention programs can help relieve the pressure on law enforcement; they include community outreach and education, block-watch, and community-based youth programs.

Bellemont currently maintains two online forums including a Facebook page called Bellemont Neighbors. This appears to be the main mode of neighborly communication with residents posting observations and concerns and encouraging others to be diligent. Another citizen-led effort in Bellemont is the monthly community block watch.

The following goal and policies pertain to law enforcement and emergency services in the Bellemont.

Emergency Services and Law Enforcement Goal and Policies

Goal

70 http://www.ponderosafire.org/home
71 January 18, 2018 Ponderosa Fire District Board Minutes
72 Personal Communication, Ponderosa Fire District, December 5, 2018
73 Bellemont Area Plan Committee Notes – October 2017 and Personal Communication, Ponderosa Fire District, January 11, 2019
74 Coconino County Comprehensive Plan 2015, page 145
75 Fort Valley Area Plan 2011, page 29
76 Coconino County Comprehensive Plan 2015, page 145
Promote a safe, crime-free Bellemont community.

Policies

PS.17. Encourage residential neighborhoods to form additional neighborhood watch networks.

PS.18. Encourage new commercial and industrial development to utilize crime prevention measures through Environmental Design (CPTED) techniques in landscape and lighting design, while maintaining compliance with dark sky regulations.

PS.19. Identify opportunities for community gathering locations, such as a community center that will serve as hubs for residents to meet, gather, exchange information, and where youth can safely congregate.

PS.20. Support the expansion of the Ponderosa Fire District.

PS.21. Work with Ponderosa Fire District to construct a community center that is available for community events and gatherings.

PS.22. Encourage the Bellemont community to develop relationships with safety and law enforcement personnel by hosting regular community appreciation events.

PS.23. The County should facilitate enhanced 911 service through uniform street addressing, street naming protocols, and property identification to ensure accurate property identification for emergency responders.

PS.24. New funding sources to support Ponderosa Fire District should be developed in accordance with County and State statutes.
Sustainability & Resilience

Introduction

The Coconino County’s Comprehensive Plan identifies sustainability as one of its core values. Coupled with sustainability, it cites the “Seventh Generation Principle,” a perspective held by many indigenous peoples, as a guide for planning and development in the County to ensure for current needs while preserving resources for future generations. “Resiliency is the ability to respond positively to challenging conditions, most notably to a changing climate and economy. In Coconino County, these concepts guide a comprehensive planning approach that supports diversity across communities rather than a ‘one size fits all’ approach.”

The Bellemont Area Plan also supports the principles of sustainability and seeks tools that support community resilience. This includes preserving the natural landscape and floodplains, protecting wildlife, conserving water, accessing recreational opportunities within the community as well as the Coconino National Forest, diverse housing options, as well as neighborhood commercial development that serves residents and travelers alike.

As climate change occurs, Coconino County will be faced with environmental challenges such as droughts, wildfires, and loss of wildlife habitat alongside human population growth. Reducing greenhouse gas emissions is one strategy being implemented within Coconino County by a collaboration between citizens, businesses, local governments, and agencies who have developed creative solutions to promote sustainability. The Sustainable Building Program began in 2003 to provide residents with sustainability resources and education, as well as to provide free consultations and certifications for builders and developers related to energy and water efficiency, reducing emissions and waste, and using local or renewable materials. There are numerous partnership-based sustainability efforts such as 4FRI for forest health and restoration, the Coconino Plateau Water Advisory Council that works to ensure a long-term water supply for the region, and community efforts such as increasing pollinator habitats, mitigating invasive weeds on County maintained lands, and implementing renewable energy on County facilities.

The sustainability topics of energy and efficiency, food security, water conservation, as well as economic sustainability are relevant to this updated Bellemont Area Plan, and each of these aspects is detailed below.

Energy and Efficiency

The Comprehensive Plan describes energy conservation as the “idea of doing with less or doing without. Energy efficiency involves getting more out of less by employing technologies that perform while using fewer resources. These two concepts—energy conservation and energy efficiency—present viable opportunities for residents and businesses to reduce their overall consumption.” Coconino County promotes the use of renewable energy, energy-efficient strategies in all buildings, development of properties near existing infrastructure, and, where feasible, supporting sustainable transportation infrastructure for walking and biking.

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77 Coconino County Comprehensive Plan (adopted December 15, 2015), page 17
78 Coconino County Comprehensive Plan (adopted December 15, 2015), page 171
79 Coconino County Sustainable Building Program presentation to BAP, November 2017
Building Codes
Bellemont has experienced significant residential development over the last decade. The newest phase offers options for homes to be solar-ready, with the option of a net zero-ready upgrade. In 2007, 2014, and 2018 Coconino County adopted the International Energy Conservation Code (IECC) as part of the Building Codes by Ordinance. All commercial buildings in the County comply with the commercial provisions of the IECC. In addition, commercial projects that utilize conditional use permits are encouraged and sometimes required to go above and beyond the IECC and provide other sustainable building practices and alternative energy systems in order to obtain approval. The IECC encourages energy efficiency through increased insulation requirements, thermal bypass and air leakage requirements, increased efficiency in lighting, and heating systems. The 2018 International Residential Code includes Appendix Q for Tiny Homes. This Appendix will be adopted for Coconino County by Ordinance, continuing efforts to support tiny home building in the County.

Transportation
Sustainability includes a social engagement component that promotes health and connectivity. One of the challenges in Bellemont is the lack of efficient or varied modes of transportation. The community has access to a single interstate bridge and exit, and there are no other viable routes to and from Flagstaff for commuters. Opportunities for social engagement are challenging because of the difficulty in navigating the roads, the congested traffic at the Pilot Travel Center where most residents access their mail boxes, and the lack of a social center beyond the Pilot Travel Center.

Solar Energy
The BAP explored the topic of community solar energy. Small-scale systems for community solar are prohibited by the Arizona Corporation Commission; however a partnership was started with one of the state’s major electric companies that funds grid-tied rooftop solar on residences and locks in the electric rate for 25 years. As some new homes under construction in Bellemont may be solar-ready, this grid-tied option could be a possibility for the community.

Food Security
Food security promotes community-based and local food production, minimizing environmental impacts from transporting food over long distances, and addressing the challenges of “food deserts.” Neighborhood gardens, edible landscaping such as fruit trees, and neighborhood markets and cooperatives are all viable options that promote some sense of food security for the Bellemont community. The Coconino County Zoning Ordinance supports agriculture and animal-keeping by allowing these uses in all zones. Bellemont property owners can utilize edible landscaping and compost, raise “backyard” chickens, plant a garden, etc.

Water Conservation
The Bellemont community is concerned about the depletion of aquifers in the area and seeks to conserve water wherever possible. Many residents have shared that their household water bills are

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80 BAP Minutes from November 2017
81 Fort Valley Area Plan (adopted in 2011)
82 Coconino County Sustainable Building Program presentation to BAP, November 2017
83 Coconino County Sustainable Building Program presentation to BAP, November 2017
84 Coconino County Sustainable Building Program presentation to BAP, November 2017
higher than they would prefer. The Coconino County Sustainable Building Program suggests utilizing low-flow plumbing fixtures and appliances; wise watering practices; encouraging rainwater harvesting; and using graywater or reclaimed water for landscaping when the applicable permitting requirements can be met.\textsuperscript{85} In Bellemont, most of the commercial and industrial areas south of the highway utilize individual onsite wastewater treatment systems. Technological advances may allow commercial wastewater to be used to flush toilets and water landscaping rather than using limited potable water for these purposes.\textsuperscript{86}

Economic and Social Sustainability
As Bellemont has limited neighborhood-serving commercial businesses, and because retail becomes more viable after reaching 1,000 households, Bellemont faces some challenges when it comes to economic sustainability. However, as noted in the Land Use, Growth & Development Chapter, many residents of Coconino County and in Bellemont telecommute, operate cottage industries, or work in the gig economy because advancing technology makes it easier to work “from anywhere.”\textsuperscript{87} These trends represent economic sustainability in action.

Another aspect of sustainability is how we use resources and promote economic growth in a world with finite resources. “Economic growth is often synonymous with ever-increasing development, population growth, and consumption of resources such as water and energy. Living sustainably requires us to recognize when our consumption will degrade resources irreparably. Economic and social sustainability depend on environmental sustainability but require additional conditions such as economic diversification, rule of law, and social equity.”\textsuperscript{88} Housing availability, choice, diversity and cost are major factors in determining a how sustainable a community’s economic and social systems are functioning. In November of 2017, there was a shortage of roughly 3,900 homes in the Flagstaff metropolitan area (which includes Bellemont), and workforce housing was (and remains) in high demand. While Bellemont is sometimes referred to as a bedroom community—housing is more affordable and many residents commute to Flagstaff—Bellemont is its own community that values its diversity of housing choices.

The RAC identified for the Area Plan supports a sustainable Bellemont, intended to be a focal point for a mixed-use, neighborhood-serving commercial, and residential community, within a quarter mile walking distance to residences.\textsuperscript{89} The development of an activity center would meet many goals of the community related to connectivity and social sustainability. Retailers make decisions to move to an area based upon household demographics and population, as well as drive times from home (20 minutes is typically the maximum) and tend to locate near other retailers. Currently there is more commercial viability from highway traffic than there is from residences in Bellemont. New housing in Bellemont and its subsequent increase in population may be a factor that will support viable neighborhood-serving commercial business, as well as provide the housing needs identified in the Regional Plan.\textsuperscript{90}

\textsuperscript{85} Coconino County Sustainable Building Program presentation to BAP, November 2017
\textsuperscript{86} BAP Committee Minutes from August 2017
\textsuperscript{87} ECoNA Article by John Stigmon: “Accelerating Economic Growth in Northern Arizona,” July 31, 2018 e-mail
\textsuperscript{88} Coconino County Comprehensive Plan (adopted December 15, 2015), page 19
\textsuperscript{89} Regional Plan 2020
\textsuperscript{90} BAP Committee Minutes from November 2017
Over six million tourists visit Coconino County each year\textsuperscript{91}, and Bellemont is poised to provide services, recreation, and accommodations to travelers. Primary reasons for the robust tourism industry are the large areas of public forests and parks. The management of large swaths of public lands by the federal government is an essential aspect of economic and environmental sustainability for Coconino County and its residents. The resources that are channeled into local economies, the jobs that employ large numbers of residents, and the stable management of public lands by the USFS, National Park Service, and Bureau of Land Management remain vital.\textsuperscript{92}

In South Bellemont, commercial, industrial, and manufacturing operations front Historic Route 66 take advantage of the easy access to I-40 and numerous railroad spurs. In the future, facilities for commercial and industrial operations may become available to lease from Camp Navajo. With its close vicinity to the Coconino National Forest, railroad spurs, and possible well locations, South Bellemont has the potential to accommodate environmentally and economically sustainable businesses and efforts such as the 4FRI initiative.\textsuperscript{93} These projects could be developed to reduce waste, reuse manufacturing and forest-thinning byproducts, and recycle various materials.

Goals and policies that support sustainability and resiliency are integrated throughout the chapters in this plan.

**Sustainability & Resilience Goal and Policies**

**Goal**

*Integrate the principles of sustainability, community resilience, and adaptability into future residential, commercial, and industrial developments in Bellemont.*

**Policies**

**SR.1.** Encourage development projects to integrate energy efficient systems into new buildings, as well as solar, wind and geo-thermal. \textsuperscript{S}

**SR.2.** Encourage the use of plumbing options for greywater systems to be used for landscape irrigation, in locations with a minimum five-foot vertical separation from groundwater. \textsuperscript{S}

**SR.3.** Encourage food security though community-based and local food production to minimize environmental impacts and reliance from transporting food long distances by developing community and neighborhood gardens, a compost program, and incorporating edible plants such as fruit trees into all landscaping. \textsuperscript{S}

**SR.4.** Encourage property owners to install rain-water harvesting systems for landscape irrigation. \textsuperscript{S}

\textsuperscript{91} BAP Committee Minutes from November 2017
\textsuperscript{92} Coconino County Comprehensive Plan (adopted December 15, 2015), page 22
\textsuperscript{93} BAP Committee Minutes from July 2017
Transportation & Circulation

Introduction
Bellemont’s transportation infrastructure has a long history. It began as a seasonal migration and hunting corridor and evolved to include the development of stagecoach lines, construction of the railroad in 1882, and the introduction of automobile transportation systems. Construction of Route 66 began in 1925, and in 1963, I-40 opened. Route 66 was decommissioned in 1985.

Today, Bellemont’s transportation system is primarily automobile-oriented, with limited pedestrian and bicycle facilities, and no public transit service. I-40 is the primary access route to and from Bellemont, leading east to the greater Flagstaff regional area, and west to Parks and Williams. The Bellemont community shares I-40 and the highway interchange with high-volume through-traffic. I-40 and Burlington-Northern Santa Fe Railroad bisect the community from east to west, creating North and South Bellemont.

Regional and Local Transportation, Transit and Multi-Modal Planning
Transportation planning within the Bellemont Area Plan falls under the jurisdiction of several agencies. A brief overview of those are presented below.

Flagstaff Metropolitan Planning Organization
Regional transportation activities within the Bellemont Area Plan are coordinated by the FMPO. The mission of the FMPO is to “leverage cooperation to maximize resources among local governments and partners for the creation, maintenance and preservation of a sound multi-modal transportation system.” The FMPO’s Regional Transportation Plan (RTP) Blueprint 2040, adopted in May, 2017, evaluates transportation needs and provides guidance on program and funding priorities throughout the region, including Bellemont. This plan, working in tandem with the Regional Plan 2030: Place Matters to prioritize road, transit, pedestrian, and bicycle improvements, recommends expenditures for those projects from federal, City of Flagstaff, County, state and other funding sources.

The RTP will evaluate Bellemont-specific projects for future planning and funding resources available through the FMPO. One of those is the location identified for the RAC envisioned in the Regional Plan. Intended to be an area of concentrated neighborhood-serving commercial services and mixed-use development, the RAC may impact traffic and circulation in Bellemont, requiring the planning and funding resources available through the FMPO. The Bellemont Traffic Interchange Reconstruction and a new westerly interchange, predicated on future private funding, were also reviewed in Blueprint 2040.

Funding opportunities through the FMPO for Bellemont area transportation projects may include resources from the Arizona Highway User Road Fund (HURF), Federal Highways Surface Transportation Block Grant, US Department of Transportation BUILD grant, and US Department of Transportation INFRA grant. All of these funding sources require targeted projects that meet specific criteria. Currently there

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94 Bellemont Area Plan, 1985, page 7
are no projects planned to utilize these funds, although the FMPO may identify future opportunities for funding projects in Bellemont.⁹⁸

**Arizona Department of Transportation and the I-40 Corridor**

The Arizona Department of Transportation (ADOT) is a “multi-modal transportation agency . . . responsible for planning, building and operating a complex highway system in addition to building and maintaining bridges and the Grand Canyon Airport.”⁹⁹ ADOT maintains and manages the I-40 corridor through Bellemont and is responsible for the Bellemont Bridge that crosses I-40, connecting North and South Bellemont.

**Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)**

The Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) is northern Arizona’s transit agency. It operates bus services in the City of Flagstaff and coordinates shuttle services and vanpools throughout the County. Currently there is no public bus service provided to or from Bellemont, and due to the high cost to provide very limited service (approximately $68,000 per year for a route to Flagstaff once in the morning and once in the evening), it is unlikely that public transit will be available in Bellemont in the near future. Programs available to commuters traveling from Bellemont to Flagstaff that can assist to fill the transit services gap are discussed later in this chapter.¹⁰⁰

**Coconino County**

Coconino County is responsible for maintaining and managing the public roads within Bellemont. These roads are Shadow Mountain Drive, Brannigan Park Road, and most residential streets within Units 1 & 2 of Flagstaff Meadows. County Public Works plows the roads in the winter, installs signage, provides maintenance, and evaluates traffic conditions for needed improvements.

At the time of the Area Plan preparation, the County’s largest transportation project in Bellemont is the “Bellemont Access and Safety Improvement” project. This project is a result of the Bellemont Access Management & Multi-Modal Transportation Study, conducted in October, 2015 by ADOT for Coconino County. The study and the project being constructed are discussed later in this chapter under Transportation Issues and Projects in Bellemont.

**Existing Transportation System**

Once entering the Bellemont Bridge from I-40, the driving choice is to turn either north or south. Traffic is routed into North Bellemont on collector roads West Brannigan Park Road (formerly Route 66) and Shadow Mountain Drive. Brannigan Park Road leads west, parallel to I-40, and is paved throughout the Bellemont Plan Area, after which it is a combination of paved and unpaved road reaching approximately nine miles to Parks. Just under one mile from the I-40 interchange, Brannigan Park Road intersects with FS Road 171, the primary access to a non-contiguous 30-acre parcel within the Plan Area.

Turning east, Shadow Mountain Drive is the main access to the Flagstaff Meadows subdivision, after which it becomes West Beatons East Road, an unpaved road providing access to several private parcels.

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⁹⁸ FMPO presentation, September, 2017
⁹⁹ ADOT website [https://www.azdot.gov/about/inside-adot](https://www.azdot.gov/about/inside-adot)
¹⁰⁰ NAIPTA presentation, September, 2017
County maintenance terminates at Meadow Creek Road. I-40 is the only improved through-road heading east toward Flagstaff.

South and North Bellemont are linked by the Bellemont Bridge. Turning into South Bellemont via Hughes Avenue, one enters the industrial and heavy commercial hub for the community, and one of the major industrial and commercial centers within Coconino County. Industrial and heavy commercial businesses, and Camp Navajo, are accessed from Historic Route 66 and West Route 66 in South Bellemont.

Transportation Issues and Projects in Bellemont
Transportation issues have been identified throughout the Area Plan process, in earlier studies conducted in response to traffic concerns, and by the Joint Land Use Study process. In response to a question asking if the existing roadway system is adequate, 73 percent of the survey respondents indicated it was not. Further details identify top issues are the limited transportation linkages into, out of, and throughout Bellemont. Pedestrian and bicycle facilities and linkages were identified as important public facilities for the community. Sixty-five percent of respondents said that additional pedestrian connections are important, and 60 percent said that additional bicycle connections are important. Linking North to South Bellemont via pedestrian and bicycle facilities was moderately important.101

Although traffic volumes at the I-40 interchange are relatively low102, truck traffic to the Pilot Travel Center often creates congestion issues in North Bellemont, as trucks queue to enter the Pilot Travel Center and end up blocking the intersection at Shadow Mountain Drive, creating safety and emergency response concerns. As noted earlier, the Bellemont Access Management & Multi-Modal Transportation Study was conducted by ADOT for Coconino County to evaluate traffic operations and identify potential transportation improvements in North Bellemont. That study recommended construction of a roundabout east of the Pilot Travel Center to address the truck and auto queuing issues. At the time of Area Plan preparation, the roundabout project is in design, with utility relocation planned to begin in 2019 and road construction expected to begin in 2020. Additional projects are being designed and constructed based on that study’s recommendations. Pedestrian and bicycle improvements along Shadow Mountain Drive have been constructed and more are being planned.

Some of the truck traffic that exits I-40 to access services at the Pilot Travel Center utilize the entrance and exit ramps to I-40 for overnight parking, creating issues with trash and litter. The Arizona Department of Transportation is working with the Arizona Truck Parking Advisory Group to determine how to address unauthorized truck parking issues. One option being considered is to potentially re-open the Parks rest area along I-40, although at the time of the Plan preparation the feasibility of that option was uncertain103.

ADOT Plans for Bellemont and I-40
In 2017, ADOT initiated construction of two improvement projects along the I-40 Corridor near Bellemont. Project I-40, Parks Traffic Interchange to Riordan Bridge, is a pavement preservation project on the I-40 road base between mileposts 179 and 191. As part of this project, ADOT completed

101 Bellemont Area Plan Community Survey Results, January, 2018
102 Coconino Joint Land Use Study Draft, August, 2018
103 Email communication with Bellemont Resident and ADOT, October, 2018
improvements to the I-40 Bellemont entrance and exit ramps. These improvements included ramp reconstruction, bridge work, and guardrail replacement.

The second project is the rehabilitation of the Bellemont Bridge I-40 crossing, also referred to as the Transwestern Road Bridge,\textsuperscript{104} identified in ADOT’s Five-Year Transportation Facilities Construction Program for deck replacement. Two options were considered: one would replace the bridge deck and simultaneously widen the bridge; the second (selected) option is a complete bridge replacement. The $6.6 million project, programmed for construction in 2019, will replace the existing two-lane bridge with no additional width for a new travel lane, or pedestrian or bicycle facilities.\textsuperscript{105}

Several other projects along the I-40 corridor near Parks and Williams are planned for construction through 2019. These projects will improve travel along I-40.

In addition to structural issues, the JLUS identified that the Bellemont Bridge can’t accommodate an increase in heavy truck traffic due to limited queue storage and current road design. Although the bridge does not contain pedestrian or bicycle facilities, it is utilized by pedestrians and bicyclists, creating traffic conflicts and safety concerns for those users. As new commercial and industrial development occurs in South Bellemont and in Camp Navajo, the increased traffic volumes over the bridge will cause conditions to further deteriorate.\textsuperscript{106} With limited ADOT funding available for the bridge replacement, partnerships and other funding sources will be needed to enable multi-modal improvements. (An additional option available to fund roadway improvements is the adoption of developer impact fees. While these fees can provide a mechanism to fund specific, carefully-selected infrastructure improvements, they can also negatively impact businesses that are looking to develop in Coconino County. They have not been adopted as a funding source in Coconino County.)

The Bellemont Bridge can provide more than just transportation access. It links North and South Bellemont, two very different sections of the same Area Plan. Community members attending the first open house commented that they were unaware that South and North Bellemont are two sides of the same community. South Bellemont has the potential to become more of an employment and economic base for the community, and uniting these areas with a safe and inviting pedestrian and bicycle passage would fortify this important connection. Additionally, and as discussed elsewhere in this chapter, a portion USBR 66 is identified along Historic Route 66 (Brannigan Park Road) which goes through Bellemont. Providing welcoming bicycle facilities and signage over the bridge to accommodate cyclists using USBR 66 would enhance Bellemont’s opportunity to be recognized as part of this nationally recognized route.

In addition to the Bellemont Bridge rehabilitation project, ADOT is evaluating bridge rehabilitation at the A-1 Mountain Overpass, the West Flagstaff Bridge Overpass, and the Beulah and I-17 overpass. All of these projects may undergo construction prior to the Bellemont Bridge.

Other issues related to transportation are highway noise, a little-known community character, and the lack of a secondary emergency route out of Bellemont to Flagstaff. Transportation facilities can be constructed to address these issues. Noise attenuating structures and the Bellemont Bridge can also

\textsuperscript{104} Coconino Joint Land Use Study Draft, August, 2018
\textsuperscript{105} Coconino Joint Land Use Study Draft, August, 2018
\textsuperscript{106} Coconino Joint Land Use Study Draft, August, 2018
serve to popularize the community’s character with designs that reflect Bellemont’s history and culture. Emergency response and routes are addressed in the Public Safety section of the Area Plan.

**US 180 Corridor Master Plan and Bellemont Connections**

In mid-2017, two studies were initiated by the ADOT that may inform transportation issues in Bellemont. The ADOT US 180 Corridor Master Plan focuses on gridlock traffic conditions along the 180 Corridor caused by heavy recreation traffic during winter weekends. The Milton Road Corridor Master Plan is identifying and analyzing weekday traffic congestion in Flagstaff along Milton Road. Although the roads are linked, they have discreet issues that required separate but parallel studies. The ADOT US 180 Corridor Master Plan has been supplemented by the US 180 Implementation Plan project initiated by NAIPTA. The 180 Corridor projects are relevant to the Bellemont Area Plan because ADOT Alternative #17, Wing Mountain Road (FS 222B) to FS 222 to FS 171 to I-40, proposes utilizing USFS roads through Bellemont that connect US 180 to I-40.

The 180 Corridor is located within the Fort Valley Area Plan and opening this route during peak periods for travelers to access the I-40 Corridor, allowing traffic to by-pass Flagstaff and exit onto I-40 from the Bellemont interchange, would create temporary, seasonal connections between Fort Valley and Bellemont. The *ADOT US 180 Corridor Master Plan* study is ongoing with an anticipated completion date in July, 2019. Alternative #17 will be further analyzed during public meetings seeking community input in late Winter, 2019.

**Transportation Goal and Policies**

**Goal**

*Existing, new, and replacement transportation facilities will be constructed or reconstructed with a full range of pedestrian and bicycle amenities.*

**Policies**

**TC.1.** The County should work with the Arizona Department of Transportation (ADOT) to ensure that when the Bellemont Bridge linking North and South Bellemont over I-40 is replaced, safe pedestrian and bicycle facilities will be provided in the design and construction. **S** (See Policy PS.9)

**TC.2.** ADOT and the County Public Works Department should provide opportunities for public comment regarding new and reconstructed transportation facilities.

**TC.3.** New streets established to serve future development should be compliant with County Engineering standards.

**TC.4.** The design of all new developments and new roads should incorporate multi-modal facilities, unless the County Engineer approves an alternative design.

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107 NAIPTA website: https://mountainline.az.gov/naipta-information/reports-plans/
108 ADOT website: https://www.azdot.gov/planning/transportation-studies/us-180-corridor-master-plan/overview
Local cultural and historic landmarks, and recreational opportunities will be incorporated into new roadway and transportation construction design.

Policies

TC.5. The Bellemont community should be engaged and consulted in project development for the 180 Corridor Master Plan Study.

TC.6. Noise attenuating structures should reflect Bellemont’s history and community character.

TC.7. Encourage ADOT to design bridge replacement with community character features and landscaping to highlight Bellemont’s existing and historical interests.

TC.8. Evaluate and identify opportunities to work with cultural resource experts to develop, interpret, and promote the historic and cultural resources along sections of Historic Route 66 within Bellemont. (See Policy NE.30)

Transportation Goal and Policies

Goal

Bellemont will be well-represented as a community and as an interstate highway service provider in regional and local transportation planning efforts.

Policies

TC.9. Coconino County’s Public Works Department should represent Bellemont’s regional and local transportation needs with the FMPO and other planning and funding organizations to acquire project-specific funding.

TC.10. Coconino County supports ADOT re-opening the Parks rest area to provide safe parking facilities for truck and auto drivers.

Transportation Goal #4 and Policies

Goal

Promote railway and trucking-related opportunities in South Bellemont.

Policies

TC.11. Support the expansion of intermodal and transload facilities in South Bellemont and on Camp Navajo.

TC.12. Support development of a trucking hub location in South Bellemont that is planned to account for convenient access, circulation, safety, and multi-modal transportation.

Public Transit

Transportation is one of the factors that influences housing affordability for Bellemont residents. Standard measures suggest that housing costs and transportation costs together should not exceed 50 percent of a household’s income. The housing and transportation affordability index recommends that no more than 15 percent of a person’s annual income should be spent on transportation. An average Bellemont commuter who travels to Flagstaff spends an estimated $12,713 per year, approximately 25 percent of average income.¹⁰⁹

¹⁰⁹ NAIPTA presentation September 20, 2017
There are alternatives for Bellemont commuters looking to reduce transportation costs. Vanpools are a new public transportation option geared toward groups of five commuters travelling more than twelve miles. Vanpools are similar to a carpool, but the riders are also the drivers, the routes and rules are established by the group, and the costs of a leased vehicle is shared by the group. Subsidies for van pools are available from NAIPTA on a sliding scale based on the number of riders.

Another option for commuters is Rideshare, a mobile device-based application that coordinates and connects people needing rides. The system is limited in that there is no guarantee for a ride, however implementation costs are minimal. Marketing campaigns are recommended for effective Rideshare use.

Limited transportation options present challenges for Bellemont residents who wish to age in place. Along with the lack of public transit, there are no medical services other than emergency services, and no nearby options for purchasing groceries, prescriptions, or other necessities. Independent living for elderly or people with limited mobility is extremely challenging in Bellemont. The only transportation options available are specialized transportation services, assistance from a neighbor, or paying for a round-trip taxi ride which can cost upwards of $50 per round trip. The lack of reliable transportation can result in missed appointments, feelings of social isolation, and the tendency for residents to call emergency services for transport. County-wide, agencies working on this issue include fire departments, Flagstaff Medical Center, North Country Healthcare, Northern Arizona Intergovernmental Public Transportation Authority, Northern Arizona University and Northern Arizona Council of Governments.\textsuperscript{110}

\textit{Transit and Multi-Modal Goal and Policies}

\textbf{Goal}

\textit{Promote public transportation opportunities in Bellemont.}

\textbf{Policies}

\textit{TC.13. Encourage the use of social media to connect community members to a Rideshare network. S}

\textit{TC.14. Request NAIPTA to conduct community workshops that would explore the feasibility of a Vanpool service for commuters to Flagstaff.}

\textit{TC.15. Work with regional providers such as the FMPO, NACOG, NAIPTA, Ponderosa Fire District, and the County to create neighborhood networks that provides transportation options to accommodate services for aging in place. S}

\textit{TC.16. New commercial and industrial developments are encouraged to provide funding and support for Rideshare and Vanpool services. Support includes dedicated parking spaces or employee incentives to participate in one of these options. S}

\textbf{Regional Trails and National Bicycle Routes}

Two efforts underway may provide expanded trail and bicycle opportunities for the Bellemont community. One is the Flagstaff Trails Initiative, a project that is looking “to develop and implement a collaborative, cross-jurisdictional strategy for recreational trails in the Flagstaff region of Coconino...\textsuperscript{110}

\begin{footnotesize}
\textsuperscript{110} NAIPTA presentation September 20, 2017
\end{footnotesize}
County." The second is the USBR 66 project, an effort being championed by AASHTO to promote the growing bicycle tourism along Route 66, with the purpose of facilitating bicycle travel on appropriate roads, paths, and highways over routes that are desirable for interstate bicyclists. Both of these projects and policies related to supporting their development are further described in the Natural Environment, Open Space, Trails and Recreation chapter.

**Regional Trails and National Bicycle Routes Goal and Policies**

**Goal**

*Bellemont will be a bicycle-friendly community with safe, designated cycling linkages to the broader region.*

**Policies**

TC.17. Support development of bicycle tourism in Bellemont, such as the U.S. Bicycle Route 66 project segment that traverses through the Bellemont Area Plan. Encourage developers to consider the route alignment and incorporate facilities and signage that preserves and identifies the route. **S**

TC.18. Promote bicycle tourism and travel as a part of Bellemont’s tourism economy by encouraging tourism-oriented businesses that provide bicycle supplies, repair, and services. **S**

TC.19. Encourage the installation of bicycle parking facilities for employees of new and existing commercial and industrial developments. **S**

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111 Flagstaff Trails Initiative Project Description

112 AASHTO US Bicycle Route website: [https://route.transportation.org/us-bicycle-routes/](https://route.transportation.org/us-bicycle-routes/)
Water Resources & Wastewater Treatment

Introduction

The supply and availability of water is one of the most important factors that will determine the future growth and development potential of Bellemont. At the same time, balancing growth and water use with protecting and sustaining the environment and ecosystems reliant on water resources present challenges to be considered in developing goals and policies for the community’s future. Complex impacts from climate change, combined with population growth in the arid southwest, and state law overriding the County’s authority to assess and ensure long-term water supplies impact the ability to accurately predict the amount of reliable water supply in Bellemont.113 This chapter outlines existing water resources and use in Bellemont, looks to possibilities and opportunities for future water resources that might support growing businesses and residential developments, and presents goals and policies that balance conservation and sustainable water use with the community’s vision for the future.

Water resources and wastewater treatment emerged as the number one topic that defined the quality of life for Bellemont Community Survey respondents.114 With that value providing direction for the Plan’s goals and policies, identifying Bellemont’s water resources and methods for treating wastewater are integral to crafting a plan for the future of the community. Potable water in Bellemont is pumped from groundwater wells of varying depths, the most reliable located in deep underground aquifers. The Bellemont planning area differs from many rural areas in the County in that there are existing infrastructure facilities providing drinking water and wastewater treatment to residents and business owners in some portions of the community. Two private water companies, Utility Source and the Bellemont Water Company, serve sections of North and South Bellemont, respectively. Utility Source also provides wastewater collection and treatment in North Bellemont.

While the adjacent Camp Navajo is not within the sphere of the Area Plan’s boundary or County jurisdiction, it is worth noting details about their water system. Camp Navajo’s water is supplied by springs that discharge from a perched aquifer and is accessed by shallow wells approximately 30 to 45 feet deep. The water is treated in a drinking water package plant prior to storage in a 500,000-gallon tank and distribution via 24 miles of water lines.115

Regulatory Framework for Drinking Water

The two drinking water providers in Bellemont are regulated by three state agencies: the Arizona Department of Water Resources (ADWR) for water quantity, ADEQ for water quality, and the Arizona Corporation Commission (ACC) for rates and customer service. Wells located on individual parcels are registered by ADWR, although water quality is unregulated and is the responsibility of the property owner.

Arizona Department of Water Resources

Arizona Department of Water Resources regulates access to groundwater resources within Arizona by implementing the goals of Arizona’s 1980 Groundwater Management Act. This Act was established to control severe groundwater depletion, provide a mechanism for allocating Arizona’s limited groundwater resources, develop new water supplies to enhance and supplement Arizona’s

113 Coconino County Comprehensive Plan 2015, page 45
114 Bellemont Community Survey, December 2018
groundwater, and preserve groundwater during drought conditions. ADWR implements groundwater transportation protection, monitors adequate water supply requirements, underground storage and recovery, Community Water Systems reporting and planning, and more.\textsuperscript{116}

Arizona Department of Water Resources also regulates large (serving more than 1,850 persons) and small Community Water Systems. Both large and small Community Water Systems must comply with 2005 laws that require reporting and planning for water supply, drought preparedness, and water conservation. All plans must be updated according to a statutory schedule, and companies are required to submit an annual report of water use.\textsuperscript{117} In addition, ADWR licenses well drillers, requires a “notice of intent” prior to new well drilling or modification of existing wells, and maintains a registry of all wells drilled in the state. All wells must be drilled to state standards, and the water withdrawn put to beneficial use.

Throughout the State, water supply to new subdivisions is regulated by ADWR under one of two programs. The Assured Water Supply program is only administered within designed Active Management Areas (AMA). Within an AMA, an assured 100-year supply of water is required before any subdivision can be developed, and can be proved either by a written commitment of service from a designated municipal water provider, or by a hydrologic study proving a 100-year supply for all new subdivisions. Currently, Coconino County is not within an AMA.\textsuperscript{118}\textsuperscript{119}

The Adequate Water Supply program is a consumer advisory program that ensures consumers are informed about water supply availability for new subdivisions that are developed outside of AMAs. Because Bellemont (and all of Coconino County) is located outside of an AMA, the development of land in the Bellemont area is regulated under the Adequate Water Supply program. The program is based on developers demonstrating that there is either a 100-year supply available that considers current, committed and projected demand for water resources, or by informing consumers that there is an inadequate supply. Under the program, ADWR issues either a determination of water adequacy or a determination of water inadequacy. For most areas outside of the AMAs, including Coconino County, a determination of water adequacy from ADWR is not required prior to recording a plat and initiating lot sales. However, some local jurisdictions (cities, towns and counties) have passed measures that do require a 100-year water adequacy determination from ADWR, prior to completing the final plat approval process. These are called “mandatory adequacy jurisdictions,” and currently those jurisdictions are Cochise and Yuma Counties, and the Towns of Clarkdale and Patagonia.\textsuperscript{120}

Utility Source has obtained a Physical Availability Determination from ADWR; physical availability is one of the five criteria that must be proven to receive a Designation of Adequate Water Supply. At the time of this Area Plan preparation, information from Utility Source indicated that the company intends to apply for ADWR’s Designation of Adequate Water Supply.\textsuperscript{121} If Utility Source obtains a Designation of

\textsuperscript{116} Arizona Department of Water Resources Website: https://new.azwater.gov/aaws
\textsuperscript{117} Walker, Gerry, Arizona Department of Water Resources, Email communication, September, 2018
\textsuperscript{118} Fort Valley Area Plan, 2011;
\textsuperscript{119} Arizona Department of Water Resources Website: https://new.azwater.gov/aaws
\textsuperscript{120} Arizona Department of Water Resources Website: https://new.azwater.gov/aaws
\textsuperscript{121} Utility Source Presentation and Information Sheet, August 16, 2017
Adequate Water Supply, new subdivisions would only have to obtain written commitment of water service from Utility Source instead of having to conduct a separate water supply study.  

**Arizona Department of Environmental Quality**

ADEQ administers the state’s environmental laws, and has been delegated authority by the United States Environmental Protection Agency (EPA) to implement federal air, water, and land pollution programs. The Safe Drinking Water Act is one of the delegated programs administered by ADEQ’s Drinking Water Program and applies to every non-tribal public water system in Arizona. A Public Water System is defined as a system with at least 15 service connections or one that serves at least 25 individuals for a minimum of 60 days per year. An extensive water quality analysis and engineered plans are required for a new Public Water System application. ADEQ conducts technical review and issues permits for construction of new public water systems, including ground water drawn from wells and springs, surface water such as lakes and rivers, and groundwater that is influenced by surface water. ADEQ ensures public water systems are serving healthy drinking water to its customers through a variety of activities, including monitoring, reporting, and inspections. Private and shared wells, not meeting the definition of a public water system, are not regulated by ADEQ. There are three classes of public water systems, each with specific testing requirements for water quality and potential contaminants. A community water system provides water to the same people year-round and is tested regularly for coliform, nitrate/nitrite, lead and copper, volatile organic compounds (VOCs), and more. A non-transient, non-community (NTNC) water system supplies water to at least 25 of the same people at least six months per year, but not year-round. Examples of NTNC systems include schools, factories, and hospitals which have their own water systems. Monitoring for NTNC water system is the same as for community water systems, except they do not have to monitor for fluoride and radionuclides, nor prepare a Consumer Confidence Report. The third type of system is a transient, non-community system. There are no transient, non-community systems located in Bellemont. For more information about types of public water systems, visit the ADEQ website at http://www.azdeq.gov/node/730. 

Utility Source is regulated by ADEQ as a community water system, and the Bellemont Water Company is regulated by ADEQ as a non-transient, non-community water system. ADEQ’s Source Water Protection Program is designed to protect drinking water sources (wells) from contamination, and is a tool that allows local communities to protect surface and groundwater drinking water sources. To establish a source water protection zone, the program requires several steps including delineation of the source water protection area, an inventory of potential sources of contamination, implementation of best management practices, and a contingency plan. With the

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122 Arizona Department of Water Resources Website: [https://new.azwater.gov/aaws](https://new.azwater.gov/aaws)
123 ADWR Fact Sheet “Arizona Assured and Adequate Water Supply Programs”
124 Bellemont Area Plan Meeting Notes, August 16, 2017
125 ADWR and ADEQ Presentations, August 16, 2017
127 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018
128 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018
129 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018
significant amount of commercially and industrially zoned land presenting possible sources of contamination to well sites, coupled with the community’s reliance on wells, the Bellemont Area Plan may benefit from such a program to protect and ensure continuation of Bellemont’s current drinking water supplies.\textsuperscript{130}

\textbf{Arizona Corporation Commission}

Lastly, both Utility Source, LLC and Bellemont Water Company are also regulated by the ACC. Both utilities serve customers within their Certificated Areas of Convenience and Necessity. The ACC has jurisdiction over the quality of service and the rates charged by for-profit water and wastewater utilities, among other public service corporations (e.g., cable, telephone, electricity).\textsuperscript{131}

\textbf{Water Sources, Supply and Conservation}

Drinking water in Bellemont is sourced from two groundwater zones. One is a shallow aquifer, or a perched water-bearing zone that is located close to the surface. These perched water tables are less than 150 feet deep, and are supplied by and dependent on annual precipitation for recharge. These sources are less reliable as a long-term water resource because they may be susceptible to impacts from septic systems and other surface contaminants, and they are tested periodically to ensure safe water quality.\textsuperscript{132} In Bellemont, water is also sourced from deep groundwater wells that reach into what is known as the Coconino Sandstone, or C-Aquifer.\textsuperscript{133} Wells that reach into the C-Aquifer may be as deep as 3,000 feet below the ground surface. ADWR’s well registry shows that there are approximately 43 wells registered in Bellemont.\textsuperscript{134}

In North Bellemont, Utility Source provides drinking water, via a community public water infrastructure system, to approximately 340 customers in an area with a population of approximately 1,000. These customers include most of the residential users (who reside in the Flagstaff Meadows development), the existing hotel, Pilot Travel Center, and Ponderosa Fire Station.\textsuperscript{135} Utility Source also operates a water standpipe near the truck stop for customers that fill containers and haul water to their properties.\textsuperscript{136}

Utility Source established its first well in 1983 on the Bellemont Truck Stop (now the Pilot Travel Center) property. Initially classified by ADEQ as a non-community public water system, it is now regulated as a Community Water System. The company draws water from two shallow wells and four deep wells with a current demand of 92 acre-feet per year. The projected demand for the next 10 years, based on new projects coming on-line, including Pine Valley, Flagstaff Meadows III Phase 2, and additional commercial and residential developments, is 123 acre-feet per year. The system is located along Shadow Mountain Drive.

In South Bellemont, the Bellemont Water Company provides water to a small number of commercial business and industrial users and owns and operates a standpipe, located south of I-40 near the old Bellemont Townsite that provides water to water-hauling customers (the majority of whom reside or

\begin{itemize}
\item \textsuperscript{130} ADEQ Presentation, August 16, 2017
\item \textsuperscript{131} Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018
\item \textsuperscript{132} Coconino County Comprehensive Plan, page 52
\item \textsuperscript{133} Coconino County Comprehensive Plan, page 50
\item \textsuperscript{134} Arizona Department of Water Resources Website: https://new.azwater.gov/aaws
\item \textsuperscript{135} Utility Source Presentation and Information Sheet, August 16, 2017
\item \textsuperscript{136} Utility Source Presentation and Information Sheet, August 16, 2017
\end{itemize}
operate outside of the Bellemont Area Plan.) Originally owned by the Santa Fe Railroad, the site has been leased by Bellemont Industries since 1962. Bellemont Water Company draws water from perched water zones. Due to its size, (eight connections serving a population of about 100), Bellemont Water Company is not regulated by ADWR as a community water system. ADEQ classifies Bellemont Water Company as a non-transient, non-community water system for water quality monitoring purposes. The remainder of the commercial and industrial properties in South Bellemont obtain water from private wells.

While the two water companies serve some of Bellemont’s water needs, the community has identified that growth in the commercial and industrial South Bellemont is limited by the lack of a consistent and reliable water supply. One mechanism that some communities might utilize to address this issue is to establish a Domestic Water Improvement District (DWID). A DWID is created by the BOS and becomes a political subdivision of the state. The publicly owned system is governed by either a locally elected Board or the BOS and has the authority to establish a property tax, hook-up fees, and water-use fees, and apply for grants, loans, and/or bonds for water infrastructure improvements. A DWID may provide a means for creating a reliable source of water in South Bellemont. Resources to assist in the formation of a DWID are available through the Rural Water Infrastructure Committee which includes the Water Infrastructure Authority of Arizona, the Rural Community Assistance Corporation, and ADEQ. The South Bellemont property and business owners expressed concerns regarding the expense of developing a DWID, and so there is little interest in pursuing this option at this time.

In addition to establishing a DWID, opportunities may exist for private developers to access water sources to supply South Bellemont. A water study conducted in 2008 for the Bellemont Water Company identified two possible locations in South Bellemont to locate deep water wells. Further details about the study are available by contacting the reference listed below.

**Conservation**

Water usage in Bellemont has increased over the last decade, primarily due to the development of the Pilot Travel Center and Flagstaff Meadows residential subdivision. In 2015, roughly 50 percent of the water used was for commercial and residential purposes, with another significant amount devoted to landscaping. As Bellemont continues to grow, water conservation is an important and strategic tool to ensure there is a long-term, reliable supply of high-quality water in Bellemont. Conservation methods and systems can be readily utilized by individual homeowners, as well as commercial and industrial users. Implementing these methods to account for these trends is timely.

Some of the water conservation efforts being implemented by Bellemont’s water providers are:

- Wells and service connections are metered
- Rate structures that encourage efficient use of water

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137 Coconino County Public Works Presentation, September 19, 2018
138 Walker, Gerry, Arizona Department of Water Resources, Email communication, September, 2018
139 Walters, Donald, Miramonte Homes, Personal communication, August, 2018
140 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018
141 Walters, Donald, Miramonte Homes, Personal communication, August, 2018
142 ADWR and ADEQ Presentations, August 16, 2017
143 Walker, Gerry, Arizona Department of Water Resources, Email communication, September, 2018
• Reclaimed water is used for landscape watering
• Leak detection and repair
• Meter testing, repair and replacement
• Storage tank evaporation controls
• Conservation tips on website
• A residential audit program
• Advice on how to check homes for leaks and make repairs
• High water use notification
• High water inquiry resolution
• Water waste investigations and assistance
• Condition of Service – prohibiting water waste or tampering

There are two water design features and methods effective in conserving water and protecting water quality. Low impact development (LID) designs are “systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of storm water in order to protect water quality and associated aquatic habitat;”144 and best management practices (BMP’s) can minimize stormwater runoff that may affect perched water tables. Supplementing water sources with rain water collection systems, and utilizing native and drought-tolerant plants in the landscaping (xeriscape), are easily installed conservation strategies.

The Bellemont Area Plan has adopted the following goals and policies directed toward conserving and protecting drinking water sources and supply.

*Water Sources, Water Supply and Conservation Goal and Policies

**Goal**

*Conserve and protect existing groundwater resources without compromising natural systems dependent on the same water supply.*

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144 [https://www.epa.gov/nps/urban-runoff-low-impact-development](https://www.epa.gov/nps/urban-runoff-low-impact-development)
Policies

WR.1. The County should work with the Arizona Department of Environmental Quality’s Source Water Protection program to investigate funding and resources to identify a Source Water Protection Zone or Zones in Bellemont to protect drinking water wells within the Area Plan.

WR.2. Encourage water-conserving xeriscape landscaping for all new non-residential developments unless greywater or reclaimed water is available to the property.

WR.3. Encourage best practices in water-conserving plumbing fixtures for all new construction.

WR.4. All new subdivisions, commercial, industrial, and individual residential development must identify the source of potable water for that development.

WR.5. Encourage private water providers and developers to work together to provide connections from existing water facilities in North Bellemont to serve future industrial and commercial development in South Bellemont.

WR.6. The protection of surface water and groundwater quality should be a factor in the consideration for approval of all developments.

WR.7. Encourage and educate private water users to maintain and monitor existing plumbing fixtures for leak-prevention.

WR.8. Water systems should be monitored for water efficiency to maintain less than 15 percent loss in water.

WR.9. Request information and details from the ADOT on the permitting process for boring under the I-40 right of way to install utility conduits for both sewer and water between North and South Bellemont.

WR.10. South Bellemont property owners are encouraged to explore all options for developing water supply and wastewater services, including the feasibility of forming a Bellemont Domestic Water Improvement District to supply water and wastewater services to properties in South Bellemont. For more information refer to a process developed by Yavapai County, available on-line at: http://www.yavapai.us/sd/forming-a-domestic-water-improvement-district. See also Water Resources Policy WR.19.

WR.11. South Bellemont property owners are encouraged to contact the Arizona Rural Water Infrastructure Committee (http://www.rwic.net/) for assistance exploring loans, grants, and technical advice related to developing small drinking water and wastewater systems.

Regulatory Framework for Wastewater Treatment & Disposal

As noted in the Natural Environment chapter, the soils in Bellemont present unique challenges to development due to the high clay content and characteristically slow rate of water permeability, relatively shallow soils depth, shallow depth to rock and large stones, and high perched groundwater table. These features mean that standard septic treatments systems may not be appropriate in certain areas or may require additional considerations when designing systems. An example of this is noted in the 1985 Bellemont Area Plan where problems with existing on-site wastewater systems were identified at the Bellemont Truck Stop (now the Pilot Travel Center) and Haven of Rest Mobile Home/Travel Trailer Park due to either installation issues, lack of proper maintenance, or size limitations. The truck stop, motel and residential development have since connected to the central wastewater treatment plant. The Haven of Rest Mobile Home / Travel Trailer Park utilizes individual water and wastewater systems.
ADEQ regulates wastewater treatment facilities through permits issued under the Aquifer Protection Permit (APP) Program. ADEQ has delegated Coconino County Environmental Quality Division the authority to issue construction permits for on-site residential and commercial wastewater systems up to 24,000 gallons per day (GPD). ADEQ is responsible for issuing individual APP permits for larger on-site systems (over 24,000 GPD) and wastewater treatment facilities.\(^{145}\)

Depending on capacity needs and availability of connections, there are three options available to new developments in Bellemont for wastewater treatment: constructing new on-site wastewater treatment systems that are permitted by the County; constructing a wastewater treatment facility permitted by ADEQ; or connecting to an existing wastewater treatment facility with available capacity. The design and treatment capacity of each new system is carefully evaluated by either Coconino County or ADEQ during the permitting process. New and resized systems have options to utilize new, experimental treatment technologies that meet treatment standards.\(^{146}^{147}^{148}\)

In North Bellemont, Utility Source provides wastewater treatment for approximately 340 customers under an ADEQ APP permit (P-104083). ADEQ recently finalized an amendment to the permit to expand the treatment capacity of the Utility Source system from 100,000 to 165,000 GPD.\(^{149}\) The expanded capacity will allow for an additional 65,000 gallons of effluent per day to be treated by the system. Treated effluent from this system is utilized as landscape irrigation and as a water feature that flows through the Flagstaff Meadows community park. Effluent is discharged into an unnamed tributary to Volunteer Wash under an AZPDES Permit (AZ0024708). It is retained in a portion of the wash and recirculated through the subdivision as a water feature. It is also used for landscape irrigation. Drainage flows overtop the in-channel retention pond/circulation system and the water then flows downstream into Volunteer Wash. Volunteer Wash flows under I-40 where discharged flows may have ponded creating what may be an artificial wetland in South Bellemont.

The commercial and industrial wastewater systems in South Bellemont are primarily private, on-site systems permitted and regulated by Coconino County’s Division of Environmental Quality.

**Alternative Wastewater Systems Technology**

For properties in Bellemont, there are two basic alternatives to treat wastewater:

- Individual wastewater treatment and disposal, or
- Connecting to a central collection, treatment, and disposal sewer system.

Onsite treatment and disposal systems must meet ADEQ design requirements as administered by Coconino County Community Development Environmental Quality. That includes meeting setbacks which can be difficult on small properties. There is also the constraint of shallow soils and / or shallow seasonal groundwater. These limiting conditions can be overcome in design, but the costs can be significant. For a commercial facility with limited design flows, a vault and haul system may be an option as this system reduces size and initial capital cost with an ongoing operation cost (hauling sewage).

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\(^{145}\) Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018  
\(^{146}\) Bellemont Area Plan Meeting Notes, August 16, 2017  
\(^{147}\) ADEQ Presentation August 16, 2017  
\(^{148}\) Coconino County Environmental Quality Presentation August 16, 2017  
\(^{149}\) Utility Source Presentation and Information Sheet, August 16, 2017
A sewer collection system to a central treatment plant similar to the one on the north side of I-40 is an option. The central treatment plant can achieve levels of treatment that allow discharge to a drainageway which eliminates the need for a disposal area. A conventional gravity collection system would be very expensive, but a low-pressure collection system such as the one that serves Forest Highlands in Flagstaff is a more economic option\(^\text{150}\).

The Bellemont Area Plan has adopted the following goals and policies directed toward wastewater treatment and disposal.

**Wastewater Treatment and Disposal Goal and Policies**

**Goal**

*Promote best practices in the treatment and disposal of wastewater to conserve and protect water quality and mitigate environmental impacts.*

**Policies**

**WR.12.** Encourage private waste water companies to provide water quality and wastewater treatment monitoring reports to the community in compliance with ADEQ’s annual reporting requirements.

**WR.13.** Ensure that informational signage be placed at all surface effluent disposal ponds and where landscaping is irrigated with reclaimed water.

**WR.14.** Encourage state of the art treatment technologies to be used for all public and private wastewater treatment systems.\(^\text{S}\)

**WR.15.** In areas not served by an approved community treatment and disposal system, the suitability of local soils for the establishment of septic systems should be assessed and all necessary corrective measures should be incorporated into the proposed system to ensure against soil related system failures.\(^\text{S}\)

**WR.16.** New development within connecting distance to the existing wastewater treatment system should consider the feasibility of connecting to the existing system as required by ADEQ rules.

**WR.17.** Consider the beneficial reuse of water from advanced wastewater treatment systems for landscaping purposes.\(^\text{S}\)

**WR.18.** Encourage commercial and industrial property owners in South Bellemont to explore all options for developing wastewater services, including forming a Domestic Wastewater Improvement District (DWWID) or sanitary wastewater district that would operate a general wastewater discharge permit, or consider the use of non-discharging wastewater systems. See Policy WR.10.

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\(^{150}\) Monihan, David, Coconino County Environmental Quality, Presentation September, 2018
Design Review Overlay

Purpose
The existing character of the Bellemont Community is well described in the Community Character chapter of this Plan. Contributors to Bellemont’s character include forest and scenic vistas, rustic rail-influenced industrial development, historic Camp Navajo buildings, Historic Route 66 commercial development, and more recent commercial and residential development. This Plan works to retain that unique character and create an attractive and distinct sense of place influenced by the local natural beauty, vistas, and history.

To achieve this intent, a Design Review Overlay (DRO) District is established for all new and redeveloped multi-family, commercial, industrial, and public/semi-public development in the Planning Area. The DRO does not apply to single-family residential development, but voluntary use of these design guidelines is encouraged for individual homes and subdivision CC&Rs which choose to have design standards. The guidelines are not intended to dictate a single architectural style, but to provide direction for creative designs that reflect and enhance community character. The Coconino County Zoning Ordinance DRO section is used to administer DRO review requirements.

Architectural Styles and Materials
The preferred building style in the Bellemont area is forest-influenced using a combination of stone or split-face block, stucco, wood timbers, lap siding, and shingles. However, buildings and development can also be designed with rustic industrial-influenced (use of rusted steel) particularly if near other industrial areas. Heavy commercial and industrial uses can utilize metal buildings (similar to existing heavy commercial and industrial uses in the area); entryways and offices, or other “bump-outs” from the metal building, should otherwise incorporate the preferred styles and materials listed. Likewise, commercial development along portions of Historic Route 66 may incorporate historic transportation themes.

Public/semi-public, residential and neighborhood-serving commercial buildings should avoid the use of all metal industrial-style buildings.

Colors
Muted earth tone colors which complement the surrounding and existing development, forest, and vistas, and are consistent with the preferred materials of stone, timber, rusted steel, wood lap siding, and shingles are preferred and should be the predominant colors for buildings and signs. Neon or bright colors should be limited to incidental accent unless used to recreate Route 66-themed signage with historic character.

Site Design
Commercial development should have pedestrian and bicycle access to public bike and pedestrian systems, and provide bicycle storage and racks where appropriate.

Development should meet zoning ordinance-required landscaping using species local to the immediate area. Irrigation use should be the minimum needed as allowed by the zoning code. Retention of existing native vegetation is encouraged to meet landscaping requirements, along with best practice weed mitigation, Firewise vegetation management, and LID stormwater drainage systems where appropriate.
Zoning ordinance-required screen walls and fencing should be consistent with preferred materials and colors; chain-link fencing with slats is discouraged.

Development should use sound-mitigating walls of split-face block or textured concrete where needed and appropriate. Commercial, multi-family, and public/semi-public development should include outdoor public areas and windows that face public areas and streets for increased observation, public safety, and community interaction.

Zoning ordinance minimum parking requirements should be met using paved surfaces. Parking minimums should be considered for a commensurate adjustment reduction when a development can demonstrate that it will be accessed by pedestrians and cyclists. Mechanical equipment, utilities, and dumpsters should be screened with preferred materials and colors.

Building placement and site development is encouraged to take advantage of natural site conditions including topography, solar orientation, and prevailing winds; use of the Coconino County Sustainable Building Program is encouraged. All new utilities should be placed underground.

Building shape and scale should be compatible with and contribute to the character of the surrounding area. Commercial, public/semi-public, and residential buildings should incorporate human scaling elements.

**Signs**

Signs will conform to zoning ordinance standards and to the preferred materials and colors listed above. Signs are encouraged to utilize stone or stone gabion bases and timber or rusted steel structures. Internally-lit signs near residential areas are discouraged unless they are incorporated to achieve a historic aesthetic. Highway-fronting, internally-lit signs should have a predominantly opaque background with translucent letters and symbols. All externally lit signs will be fully shielded.

**Lighting**

All new lighting shall conform to the zoning ordinance, be fully shielded, and conform to the zoning ordinance Zone II requirements. Narrow-spectrum amber LEDs are encouraged. To preserve the dark sky for both quality of life and nearby observatory functions, outdoor lighting should be installed only as needed and the minimal amount necessary for safety and security.
Bellemont Area Plan Implementation Priorities

The Bellemont Area Plan is more than a vision for Bellemont’s future, it is a policy document that directs decisions on growth, development, transportation, public services, and community. The Area Plan goals and policies are considered by the Coconino County Planning and Zoning Commission and the BOS for projects that require administrative and discretionary approval such as Conditional Use Permits and rezoning requests. The Plan also functions as a resource for the community, and throughout the Bellemont Area Plan process the community developed the goals and policies written into the Plan. Using these goals and policies the community identified a list of five priority projects, forming the Bellemont Area Plan Implementation priorities.

Responsibility for implementing Area Plans in Coconino County falls to County government and the communities that write the Plan. As such, the implementation plan follows the model established by the Comprehensive Plan and identifies numerous partners, agencies, and private entities who can participate in implementing the aspects of the plan that fall beyond County government’s capacity or scope.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Implementation Task</th>
<th>Who Will Implement</th>
<th>Anticipated Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop emergency action plans for the entire Bellemont community, specifically identifying emergency access routes.</td>
<td>Coconino County Emergency Management, Ponderosa Fire District, USFS.</td>
<td>Initiate in 2019</td>
</tr>
<tr>
<td>2</td>
<td>Ensure all Bellemont addressing is 911 compliant for accurate and timely emergency response.</td>
<td>Coconino County GIS, Public Works, Community Development, Ponderosa Fire District</td>
<td>Complete in 2019</td>
</tr>
<tr>
<td>3</td>
<td>Complete the location and installation of USPS cluster boxes throughout Bellemont.</td>
<td>Coconino County Public Works, US Postal Service</td>
<td>Complete in 2020</td>
</tr>
<tr>
<td>4</td>
<td>Seek commitments to provide utilities for future development throughout Bellemont.</td>
<td>Utility Source, Bellemont businesses, other utilities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5</td>
<td>Seek amendments to the Coconino County version of the Regional Plan to align Regional Plan maps with the Area Plan Future Land Use Map and policy recommendations.</td>
<td>Coconino County Community Development,</td>
<td>Initiate in 2019 or early 2020</td>
</tr>
</tbody>
</table>
Glossary

Area Plan is an official amendment to the Coconino County Comprehensive Plan that reflects the local residents' vision of the future, contains goals and policies for development, and provides guidance for decision makers. An Area Plan may serve a community, specific neighborhoods, or rural areas.

Aquifer is an underground geologic formation that contains sufficient saturated, permeable material to yield significant quantities of groundwater to wells and springs.

Community Water System

Comprehensive Plan is a statement of the County’s desired future intended to serve as the primary decision-making guide for growth and development.

Conditional Use Permit (CUP) is a permit issued by the Planning & Zoning Commission for a use that is allowed within a zoning district after a public hearing. With approval, the Commission typically applies specific conditions on the location and operation of this use.

Defensible Space is the area between a structure and a potential oncoming wildfire where the vegetation has been modified to reduce the threat of ignition. This area provides an opportunity to “defend” the structure.

Design Review Overlay (DRO) is a zoning overlay district applied to specific geographic boundaries (typically within an area plan) that establishes guidelines for new commercial, industrial, multifamily, public, and semi-public uses. DROs require a review and approval process for exterior design, materials, textures, colors, signs, lighting, fencing, and landscaping but do not apply to single-family residential construction.

Domestic Water Improvement District is a county improvement district that is formed for the purpose of constructing, improving, or purchasing a drinking water delivery system.

Environmentally Sensitive Lands are elements in the landscape that play a particularly large role in supporting wildlife and plant diversity and are at the same time especially sensitive to degradation. These are determined by best available science and include water features (floodplains, riparian areas, springs/seeps, rivers/streams, and wetlands), wildlife corridors, large-diameter trees and standing snags, important habitat, steep slopes, and rock outcrops.

Floodplain is any land area (typically adjoining a river, stream, lake, or other body of standing water) that is susceptible to inundation by a 100-year flood.

Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Also referred to as “regulatory floodway.”

Future Land Use Map (FLUM) is the graphic image of a long-range plan, designating the future desirable land uses in a community.
Growth Boundary is a line denoting the limit of areas where growth is to be encouraged or accommodated. These lines denote areas that have been established by public processes to reflect desired areas for future growth based on availability of infrastructure, local decisions about community character, or other important values. The growth boundaries that apply to the Comprehensive Plan are the urban growth and rural growth boundaries established by the Flagstaff Regional Plan and any future growth boundaries that may be established by the Coconino County Board of Supervisors (BOS) through the area plan process.

Integrated Watershed Management is a tool that can be used to holistically manage a water resource within a watershed and balance competing demands on it, whether from agriculture, domestic, industrial, or urban use, while maintaining the natural environment and addressing non-point source pollution.

Low Impact Development (LID) is a land planning and engineering design approach to manage stormwater runoff; a set of tools such as swales, detention basins, and impervious pavement that retain storm water on site.

Mixed-Use Development is any urban, suburban, or rural development, or even a single building, that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections. See also the Zoning Ordinance definitions.

Multi-modal refers to travel or transportation systems characterized by one or more means or mode of transport.

Pedestrian Shed is the term for a basic building block of walkable neighborhoods. A pedestrian shed is the area encompassed by the walking distance from a town or neighborhood center. Pedestrian sheds are often defined as the area covered by a 5-minute walk (about 0.25 mile, 1,320 feet, or 400 meters). They may be drawn as perfect circles, but in practice pedestrian sheds have irregular shapes because they cover the actual distance walked not the linear (crow flies) distance.

Regional Plan Growth Boundary is the boundary line as shown on the Regional Plan map identifying certain lands in the unincorporated areas of the FMPO that are planned for rural development and any future rural growth boundaries that may be established by the BOS through the area plan process.

Regional Plan Rural Growth Boundary is the line on the Regional Plan map that is used to mark lands in unincorporated areas of the County that are suitable for rural development as well as lands to be preserved as open lands.

Rural Activity Center is a centralized, concentrated area of locally-oriented commercial, public, and semipublic services and activities, and residential uses. Rural activity centers are identified by area plans and the Regional Plan.

Sustainability is an interconnected approach for balancing current and future needs with regard to resiliency and vitality across the environment, economy, and society.

Wayfinding Signage is a consistent, comprehensive organization of signs with a graphic design theme, placed at key decision point locations to guide travelers, pedestrians and...
bicyclists as they navigate a community. Wayfinding signage is developed for a defined, specific area as a comprehensive directional sign package.

Watershed is a defined unit of land that captures water from snow melt and rain, draining that water either over or underground into a stream, river, or lake, often crossing political boundaries, and is usually a much larger geographic area than the designated 100-year floodplain.

Wildland-Urban Interface (WUI) is the area in and around a community where the immediate or secondary effects of a wildfire would threaten a community’s environmental, social, and economic values, causing serious detriment to the area’s overall health and viability.
Bellemont Community Survey

I reside in:

<table>
<thead>
<tr>
<th>Location</th>
<th>Percentage</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flagstaff Meadows</td>
<td>79.34%</td>
<td>96</td>
</tr>
<tr>
<td>North Bellemont (north of I-40)</td>
<td>14.05%</td>
<td>17</td>
</tr>
<tr>
<td>South Bellemont (south of I-40)</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Outside of Bellemont</td>
<td>6.61%</td>
<td>8</td>
</tr>
</tbody>
</table>

I own property in:

<table>
<thead>
<tr>
<th>Location</th>
<th>Percentage</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flagstaff Meadows</td>
<td>85.59%</td>
<td>95</td>
</tr>
<tr>
<td>North Bellemont (north of I-40)</td>
<td>11.71%</td>
<td>13</td>
</tr>
<tr>
<td>South Bellemont (south of I-40)</td>
<td>2.70%</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>10</td>
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</table>

Please check the category below that best reflects your status in Bellemont.

<table>
<thead>
<tr>
<th>Status</th>
<th>Percentage</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-Time resident (6 months or more per year) and own property</td>
<td>81.15%</td>
<td>99</td>
</tr>
<tr>
<td>Part-time resident (less than 6 months per year) and own property</td>
<td>4.10%</td>
<td>5</td>
</tr>
<tr>
<td>Own undeveloped property</td>
<td>0.82%</td>
<td>1</td>
</tr>
<tr>
<td>Rent my residence to others</td>
<td>3.28%</td>
<td>4</td>
</tr>
<tr>
<td>Rent from others</td>
<td>4.92%</td>
<td>6</td>
</tr>
<tr>
<td>Business owner and reside in Bellemont</td>
<td>2.46%</td>
<td>3</td>
</tr>
<tr>
<td>Business owner and live outside of Bellemont</td>
<td>2.46%</td>
<td>3</td>
</tr>
<tr>
<td>Not applicable</td>
<td>3.28%</td>
<td>4</td>
</tr>
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Please check the box that indicates how long you have lived or owned the property in Bellemont.

<table>
<thead>
<tr>
<th>Duration</th>
<th>Percentage</th>
<th>Responses</th>
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<tbody>
<tr>
<td>Less than 1 year</td>
<td>13.11%</td>
<td>16</td>
</tr>
<tr>
<td>1 to 5 years</td>
<td>45.08%</td>
<td>55</td>
</tr>
<tr>
<td>6 to 10 years</td>
<td>13.93%</td>
<td>17</td>
</tr>
<tr>
<td>Over 10 years</td>
<td>26.23%</td>
<td>32</td>
</tr>
<tr>
<td>Not applicable</td>
<td>1.64%</td>
<td>2</td>
</tr>
</tbody>
</table>

Please check the box that indicates your employment status.

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Percentage</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I work in Bellemont</td>
<td>15.74%</td>
<td>17</td>
</tr>
<tr>
<td>I work in Flagstaff</td>
<td>75.00%</td>
<td>81</td>
</tr>
<tr>
<td>I am retired in Bellemont</td>
<td>10.19%</td>
<td>11</td>
</tr>
<tr>
<td>I am a student (university, college or trade school)</td>
<td>1.85%</td>
<td>2</td>
</tr>
</tbody>
</table>
I am currently unemployed 1.85% 2
Other (please specify) 15

How many people currently reside in your household?

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2</td>
<td>45.08% 55</td>
</tr>
<tr>
<td>3 to 4</td>
<td>41.80% 51</td>
</tr>
<tr>
<td>More than 4</td>
<td>13.11% 16</td>
</tr>
</tbody>
</table>

On a scale of 1 (not important) to 5 (extremely important), how important do you feel the following topics are to maintaining or improving the quality of life in Bellemont?

<table>
<thead>
<tr>
<th>Topic</th>
<th>1. Not important</th>
<th>2. Less important</th>
<th>3. Moderately important</th>
<th>4. Very important</th>
<th>5. Extremely important</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic sites and places in Bellemont (e.g., Route 66)</td>
<td>15.1%</td>
<td>36.3%</td>
<td>28.6%</td>
<td>16.5%</td>
<td>10.1%</td>
<td>1.16</td>
</tr>
<tr>
<td>Recreational and youth activities</td>
<td>6.4%</td>
<td>18.5%</td>
<td>22%</td>
<td>33.6%</td>
<td>27.1%</td>
<td>2.28</td>
</tr>
<tr>
<td>Bellemont's character and &quot;small town feel&quot;</td>
<td>9.2%</td>
<td>16.0%</td>
<td>18%</td>
<td>26.1%</td>
<td>31%</td>
<td>2.27</td>
</tr>
<tr>
<td>Existing and future transportation system</td>
<td>4.2%</td>
<td>12.7%</td>
<td>15%</td>
<td>28.8%</td>
<td>34%</td>
<td>2.37</td>
</tr>
<tr>
<td>Land use and growth</td>
<td>4.2%</td>
<td>5.0%</td>
<td>6%</td>
<td>23.5%</td>
<td>32%</td>
<td>2.44</td>
</tr>
<tr>
<td>The natural environment and environmental quality</td>
<td>1.7%</td>
<td>2.4%</td>
<td>5%</td>
<td>20.2%</td>
<td>24%</td>
<td>2.31</td>
</tr>
<tr>
<td>Public safety including sheriff, fire and medical emergency services</td>
<td>0.8%</td>
<td>4.2%</td>
<td>5%</td>
<td>16.8%</td>
<td>20%</td>
<td>2.07</td>
</tr>
<tr>
<td>Community Services (schools, postal service, utilities)</td>
<td>0.9%</td>
<td>3.4%</td>
<td>4%</td>
<td>15.3%</td>
<td>18%</td>
<td>1.84</td>
</tr>
<tr>
<td>Water resources and wastewater treatment</td>
<td>0.2%</td>
<td>0%</td>
<td>0.8%</td>
<td>1%</td>
<td>28.6%</td>
<td>0.46</td>
</tr>
</tbody>
</table>

On a scale of 1 (not important) to 5 (extremely important), how important do you feel the following issues are to the quality of life in Bellemont?

<table>
<thead>
<tr>
<th>Topic</th>
<th>1. Not important</th>
<th>2. Less important</th>
<th>3. Moderately important</th>
<th>4. Very important</th>
<th>5. Extremely important</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connection between north and south Bellemont</td>
<td>21.0%</td>
<td>25%</td>
<td>33.1%</td>
<td>43%</td>
<td>25.2%</td>
<td>1.43</td>
</tr>
<tr>
<td>Creating a town center</td>
<td>10.9%</td>
<td>13%</td>
<td>22.7%</td>
<td>27%</td>
<td>29.4%</td>
<td>2.42</td>
</tr>
<tr>
<td>Protecting open space, the environment, wildlife habitat and view</td>
<td>2.5%</td>
<td>3%</td>
<td>7.6%</td>
<td>9%</td>
<td>26.9%</td>
<td>3.34</td>
</tr>
<tr>
<td>Emergency services</td>
<td>0.0%</td>
<td>0%</td>
<td>5.1%</td>
<td>6%</td>
<td>18.6%</td>
<td>0.39</td>
</tr>
<tr>
<td>Postal service</td>
<td>0.0%</td>
<td>0%</td>
<td>2.5%</td>
<td>3%</td>
<td>10.9%</td>
<td>0.32</td>
</tr>
</tbody>
</table>

Do you identify with any of the following as describing Bellemont's community character? Please check all that apply.

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space and forest access</td>
<td>83.9% 99</td>
</tr>
<tr>
<td>Connected and safe community</td>
<td>73.7% 87</td>
</tr>
<tr>
<td>Affordable housing</td>
<td>66.1% 78</td>
</tr>
<tr>
<td>Dark sky community</td>
<td>61.9% 73</td>
</tr>
<tr>
<td>Best of urban and rural lifestyle</td>
<td>49.2% 58</td>
</tr>
<tr>
<td>Small town (&quot;Mayberry&quot;) feel</td>
<td>47.5% 56</td>
</tr>
<tr>
<td>Camp Navajo and military presence</td>
<td>29.7% 35</td>
</tr>
<tr>
<td>Interstate highway, camping, traveler and trucking services</td>
<td>28.0% 33</td>
</tr>
<tr>
<td>Two compatible communities (small town and industrial)</td>
<td>16.1% 19</td>
</tr>
<tr>
<td>Historically significant</td>
<td>12.7% 15</td>
</tr>
<tr>
<td>Motorcycle route and services</td>
<td>11.0% 13</td>
</tr>
<tr>
<td>Industrial heritage</td>
<td>8.5% 10</td>
</tr>
<tr>
<td>Railroad town</td>
<td>6.8% 8</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>4.2% 5</td>
</tr>
</tbody>
</table>
Do you feel there is a need for additional residential property over what is currently designated for residential in Bellemont?

Yes  41.2%  49
No   58.8%  70

Would you agree that the Area Plan should encourage additional residential development in order to support neighborhood-serving commercial businesses in Bellemont?

Yes  56.3%  67
No   43.7%  52

Would you be in favor of any adjacent Forest Service land being changed from open space to land that is available for residential use?

Yes  35.3%  42
No   64.7%  77

If you support additional residential development, what type of residential development would you want in Bellemont? Please check all that apply.

<table>
<thead>
<tr>
<th>Type of Development</th>
<th>Percentage</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subdivisions for Single Family Residence (similar to existing development)</td>
<td>77.9%</td>
<td>67</td>
</tr>
<tr>
<td>Subdivisions for Single Family Residence on large lots (1 acre or more)</td>
<td>48.8%</td>
<td>42</td>
</tr>
<tr>
<td>Mixed use (commercial and residential combined)</td>
<td>44.2%</td>
<td>38</td>
</tr>
<tr>
<td>Townhouse/condominium style residential (similar to existing high density)</td>
<td>43.0%</td>
<td>37</td>
</tr>
<tr>
<td>Affordable housing</td>
<td>24.4%</td>
<td>21</td>
</tr>
<tr>
<td>Retirement community</td>
<td>17.4%</td>
<td>15</td>
</tr>
<tr>
<td>Tiny homes</td>
<td>11.6%</td>
<td>10</td>
</tr>
<tr>
<td>Recreational Vehicle Parks</td>
<td>7.0%</td>
<td>6</td>
</tr>
<tr>
<td>Apartments</td>
<td>5.8%</td>
<td>5</td>
</tr>
<tr>
<td>Parcels created by land division (no subdivision)</td>
<td>5.8%</td>
<td>5</td>
</tr>
<tr>
<td>Mobile or manufactured homes</td>
<td>2.3%</td>
<td>2</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td>8</td>
</tr>
</tbody>
</table>
On a scale of 1 (not important) to 5 (extremely important), how important are the following public services and facilities in Bellemont to you?

<table>
<thead>
<tr>
<th>Service</th>
<th>1. Not important</th>
<th>2. Less important</th>
<th>3. Moderately important</th>
<th>4. Very important</th>
<th>5. Extremely important</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation system and transit service</td>
<td>12.9%</td>
<td>15</td>
<td>29.3%</td>
<td>34</td>
<td>24.1%</td>
<td>19.8% 23</td>
</tr>
<tr>
<td>Services to support &quot;aging in place&quot;</td>
<td>11.4%</td>
<td>13</td>
<td>20.2%</td>
<td>23</td>
<td>41.2%</td>
<td>14.9% 17</td>
</tr>
<tr>
<td>Pedestrian and bicycle connectivity</td>
<td>11.2%</td>
<td>13</td>
<td>19.8%</td>
<td>23</td>
<td>23.3%</td>
<td>27</td>
</tr>
<tr>
<td>Park Facilities</td>
<td>3.5%</td>
<td>4</td>
<td>17.2%</td>
<td>20</td>
<td>31.0%</td>
<td>36</td>
</tr>
<tr>
<td>Fire, Police and Emergency Medical Service</td>
<td>0.0%</td>
<td>0</td>
<td>2.6%</td>
<td>3</td>
<td>15.5%</td>
<td>18</td>
</tr>
<tr>
<td>Road Maintenance, including snow removal</td>
<td>0.0%</td>
<td>0</td>
<td>0.9%</td>
<td>1</td>
<td>10.3%</td>
<td>12</td>
</tr>
<tr>
<td>Drinking water and Wastewater treatment</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>3.5%</td>
<td>4</td>
</tr>
<tr>
<td>Weighted Average</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

What type of neighborhood-serving commercial business would you like to see in Bellemont? Please check all that apply.

<table>
<thead>
<tr>
<th>Business Type</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurant</td>
<td>78.4%</td>
<td>87</td>
</tr>
<tr>
<td>Coffee shop</td>
<td>59.5%</td>
<td>66</td>
</tr>
<tr>
<td>Retail</td>
<td>50.5%</td>
<td>56</td>
</tr>
<tr>
<td>Small box store such as a Dollar Store</td>
<td>48.7%</td>
<td>54</td>
</tr>
</tbody>
</table>

Currently there are approximately 200 acres of vacant commercial land in Bellemont, distributed north and south of I-40. Do you feel there is a need for additional commercially zoned property in Bellemont?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>28.2%</td>
<td>33</td>
</tr>
<tr>
<td>No</td>
<td>71.8%</td>
<td>84</td>
</tr>
</tbody>
</table>

Bellemont is one of the few areas in the County with available industrial land, and continued regional need for these uses will mean more industrial growth in Bellemont. The industrial zoning exists south of I-40, and the highway has served as a buffer where current uses coexist. Please indicate your preference for the following type of future industrial development in Bellemont on a scale of 1 (least preferred) to 5 (most preferred):

<table>
<thead>
<tr>
<th>Type of Future Industrial Development</th>
<th>Least preferred</th>
<th>Less preferred</th>
<th>Acceptable</th>
<th>More preferred</th>
<th>Most preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing uses such as borrow pits and mineral extraction, cement products, food and dairy, machine shops</td>
<td>56.1%</td>
<td>64</td>
<td>21.9%</td>
<td>25</td>
<td>15.8%</td>
</tr>
<tr>
<td>Industrial services such as heavy equipment sales, contractor and equipment yards, lumber and building materials, rock and gravel yards</td>
<td>22.6%</td>
<td>26</td>
<td>27.0%</td>
<td>31</td>
<td>39.1%</td>
</tr>
<tr>
<td>Industrial services such as automobile and truck repair, boat, camper and RV sales and service</td>
<td>13.9%</td>
<td>16</td>
<td>27.8%</td>
<td>32</td>
<td>41.7%</td>
</tr>
<tr>
<td>Manufacturing uses such as bottling plants, electronics, furniture, technical instruments, office machinery</td>
<td>21.7%</td>
<td>25</td>
<td>14.8%</td>
<td>17</td>
<td>39.1%</td>
</tr>
<tr>
<td>Wholesale and Warehousing such as self-service storage, wholesale distribution centers</td>
<td>13.9%</td>
<td>16</td>
<td>20.9%</td>
<td>24</td>
<td>38.3%</td>
</tr>
</tbody>
</table>

Are the aesthetics or design of built structures in Bellemont important to you?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>88.7%</td>
<td>102</td>
</tr>
<tr>
<td>No</td>
<td>11.3%</td>
<td>13</td>
</tr>
</tbody>
</table>
Do you think Bellemont could be improved by regulating the type and style of commercial and industrial buildings? On a scale of 1 (strongly disagree) to 5 (strongly agree), please indicate your interest for adopting design standards focused on these specific elements with the Area Plan update.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Requires Use of Natural Building Material</td>
<td>5.2%</td>
<td>6</td>
<td>13.9%</td>
<td>16</td>
<td>33.0%</td>
<td>38</td>
</tr>
</tbody>
</table>

| Business Operation hours | 5.2% | 6 | 13.9% | 16 | 32.2% | 37 | 23.5% | 27 | 25.2% | 29 | 3.5 |

| Color of Building | 4.4% | 5 | 9.7% | 11 | 25.4% | 29 | 42.1% | 48 | 18.4% | 21 | 3.61 |

| Building Style | 2.6% | 3 | 9.7% | 11 | 26.3% | 30 | 43.0% | 49 | 18.4% | 21 | 3.66 |

| Height and Style of Signs | 2.6% | 3 | 7.0% | 8 | 32.2% | 37 | 33.9% | 39 | 24.4% | 28 | 3.7 |

| Lighting | 1.8% | 2 | 3.5% | 4 | 20.2% | 23 | 40.4% | 46 | 34.2% | 39 | 4.02 |

| Noise | 3.5% | 4 | 3.5% | 4 | 11.9% | 13 | 23.5% | 27 | 56.9% | 67 | 4.3 |

**Is the existing roadway system in Bellemont adequate?**

| Yes | 27.0% | 30 |
| No  | 73.0% | 81 |

**Are additional pedestrian connections and linkages important to you?**

| Yes | 64.9% | 72 |
| No  | 35.1% | 39 |

**Are additional bicycle connections and features important to you?**

| Yes | 59.8% | 67 |
| No  | 40.2% | 45 |

On a scale of 1 (not important) to 5 (extremely important), how important are the following linkages?

<table>
<thead>
<tr>
<th>Linkage</th>
<th>1. Not important</th>
<th>2. Less important</th>
<th>3. Moderately important</th>
<th>4. Very important</th>
<th>5. Extremely important</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian features linking north to south Bellemont (across I-40)</td>
<td>25.9%</td>
<td>29</td>
<td>27.7%</td>
<td>31</td>
<td>28.6%</td>
<td>32</td>
</tr>
<tr>
<td>Bicycle features linking north to south Bellemont (across I-40)</td>
<td>24.1%</td>
<td>27</td>
<td>24.1%</td>
<td>27</td>
<td>33.0%</td>
<td>37</td>
</tr>
<tr>
<td>Linking to Rt. 180 snowplay area via Wing Mountain Road</td>
<td>19.6%</td>
<td>22</td>
<td>13.4%</td>
<td>15</td>
<td>33.0%</td>
<td>37</td>
</tr>
</tbody>
</table>

How often do members of your household use the National Forest system next to Bellemont, and what do you do there? Please check all relevant activities corresponding to the frequency of each use.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunting</td>
<td>58.9%</td>
<td>66</td>
<td>31.3%</td>
<td>35</td>
<td>6.3%</td>
<td>7</td>
</tr>
<tr>
<td>Camping</td>
<td>33.9%</td>
<td>38</td>
<td>50.0%</td>
<td>56</td>
<td>12.5%</td>
<td>14</td>
</tr>
<tr>
<td>Picknicking</td>
<td>32.7%</td>
<td>37</td>
<td>41.6%</td>
<td>47</td>
<td>18.6%</td>
<td>21</td>
</tr>
<tr>
<td>Off-road vehicle driving</td>
<td>27.4%</td>
<td>31</td>
<td>27.4%</td>
<td>31</td>
<td>18.6%</td>
<td>21</td>
</tr>
<tr>
<td>Wildlife watching</td>
<td>14.4%</td>
<td>16</td>
<td>34.2%</td>
<td>38</td>
<td>16.2%</td>
<td>16</td>
</tr>
<tr>
<td>Walking, hiking or jogging</td>
<td>18.8%</td>
<td>2</td>
<td>18.6%</td>
<td>21</td>
<td>18.6%</td>
<td>21</td>
</tr>
</tbody>
</table>
How important are the following issues related to management of the National Forest around Bellemont? Please tell us your views regarding the following issues.

<table>
<thead>
<tr>
<th>Issue</th>
<th>1. Not important</th>
<th>2. Less important</th>
<th>3. Moderately important</th>
<th>4. Very important</th>
<th>5. Extremely important</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encouraging potential land exchanges and development</td>
<td>23.2%</td>
<td>20.5%</td>
<td>25.9%</td>
<td>15.2%</td>
<td>17.2%</td>
<td>2.79</td>
</tr>
<tr>
<td>Off-Road Vehicle Use</td>
<td>6.3%</td>
<td>7%</td>
<td>17.9%</td>
<td>31.3%</td>
<td>28.6%</td>
<td>3.3%</td>
</tr>
<tr>
<td>Dispersed Camping</td>
<td>5.3%</td>
<td>6%</td>
<td>16.8%</td>
<td>32.3%</td>
<td>28.6%</td>
<td>3.48</td>
</tr>
<tr>
<td>Development</td>
<td>5.4%</td>
<td>6%</td>
<td>9.8%</td>
<td>12.5%</td>
<td>22.5%</td>
<td>2.52</td>
</tr>
<tr>
<td>Wild Fires</td>
<td>0.0%</td>
<td>1.6%</td>
<td>9.0%</td>
<td>10%</td>
<td>28.8%</td>
<td>4.48</td>
</tr>
</tbody>
</table>

Is protecting the floodplain from development important to you?

Yes: 74.3% 84
No: 25.7% 29

Is water quality a concern to you?

Yes: 93.8% 105
No: 6.3% 7

Is preserving dark skies in Bellemont important to you?

Yes: 82.3% 93
No: 17.7% 20

Alternative A: A Growing Bellemont. This is the new “place”, an alternate to Flagstaff that features a small yet diverse commercial center, with well-designed and planned subdivisions and homes, developing recreational trail systems, and an exclusive feel to the community. To achieve this vision, additional land would be needed for development, most likely Forest Service land that is currently open space.

Alternative B: Build out Bellemont. This vision sees developing the current land base with residential and commercial growth supporting new stores and restaurants in a neighborhood commercial and service center, and developing a trail system. This future would build out the remaining industrial, commercial, and residential vacant land, locate a neighborhood commercial center.

Alternative C: Rural Bellemont. Maintain Bellemont’s rural, small community with its quaint and wild character. Complete the new residential development that is underway and add a country store or restaurant. This future would allow some additional development in Bellemont without a Rural Activity Center.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>1. Least preferred</th>
<th>2. Second choice</th>
<th>3. Most preferred</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative A: A Growing Bellemont</td>
<td>58.6%</td>
<td>24.3%</td>
<td>17.1%</td>
<td>1.59</td>
</tr>
<tr>
<td>Alternative B: Build out Bellemont</td>
<td>8.9%</td>
<td>54.5%</td>
<td>36.6%</td>
<td>2.28</td>
</tr>
<tr>
<td>Alternative C: Rural Bellemont</td>
<td>33.3%</td>
<td>18.9%</td>
<td>47.8%</td>
<td>2.14</td>
</tr>
</tbody>
</table>
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Eric Peterson, Public Affairs Director

SUBJECT: Roundtable: To be discussed. Pursuant to A.R.S. 38-431.02(H), these matters will not be acted upon.

• County Manager's Report
  - Update regarding Health and Human Services trip to Denver, Colorado
• Chair's Report

Reports from Supervisors; updates on new projects, district budgets, requests for services and initiatives, updated from county staff:

• District 5 – Supervisor Lena Fowler
• District 4 – Supervisor Jim Parks
• District 1 – Supervisor Art Babbott
• District 2 – Supervisor Elizabeth Archuleta
• District 3 – Supervisor Matt Ryan
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Lindsay Daley, Clerk of the Board

SUBJECT: Discussion, consultation and possible direction with attorneys regarding litigation In Re: National Prescription Opiate Litigation, Case Nos. 1:17-md-2804, 18-op-45090. Pursuant to A.R.S. 38-431.03(A)(4) the Board may vote to enter executive session for this item.

RECOMMENDED MOTION:

Move to enter executive session.

BACKGROUND:

The Board of Supervisors may enter executive session to receive legal advice pursuant to A.R.S. 38-431.03(A)(3) & (4).
DATE: October 3, 2019

TO: Honorable Chair and Members of the Board

FROM: Erika Philpot, Director of Human Resources

SUBJECT: Discussion of Clerk of the Board performance evaluation. Pursuant to A.R.S. 38-431.03 (A) (1), the Board of Supervisors may vote to enter executive session.

RECOMMENDED MOTION:

Move to enter executive session.

BACKGROUND:

Background information will be provided during Executive Session.