

BELLEMONT AREA PLAN

A Community-Based Local Area Plan

Coconino County, Arizona





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PROJECT APPROVALS

The draft plan was recommended for approval by the Coconino County Planning and Zoning Commission on August 25, 2019.

The final plan was unanimously approved and adopted as a minor amendment to the Coconino County Comprehensive Plan by the Board of Supervisors on October 8, 2019, by resolution 2019-35.

PLAN DESIGN AND PUBLICATION

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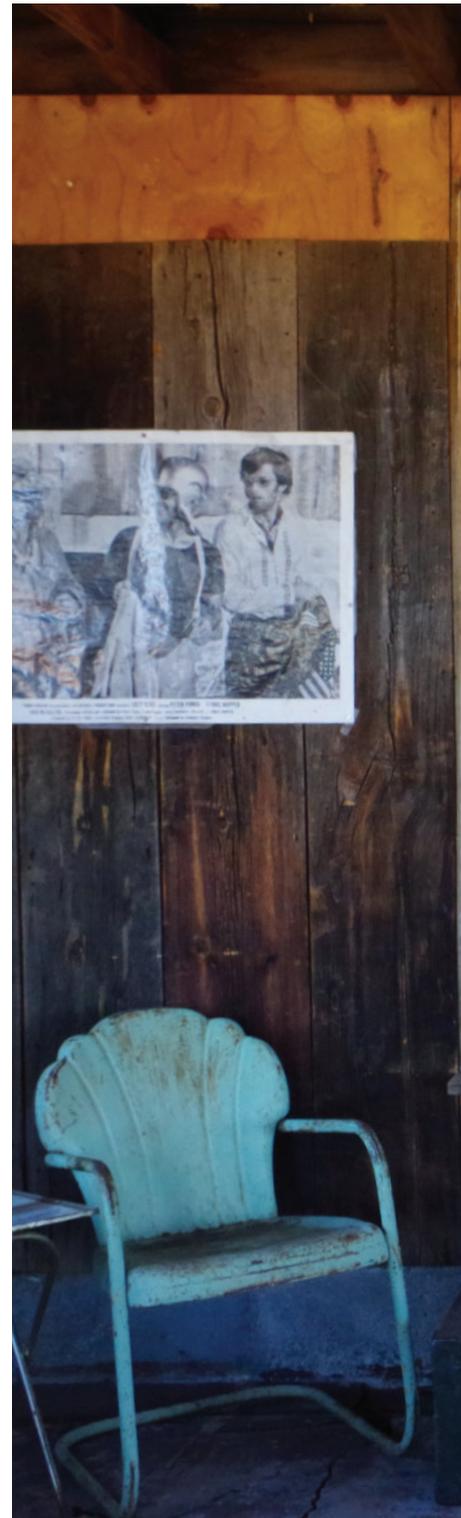
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All maps produced by Coconino County GIS Department.

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Pine Breeze Inn Cabin



Route 66 history inside Richfield gas station

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Bellemont Sunrise
Photo by Mark Lilly



EXECUTIVE 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. 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, Place Matters, (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.



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.

Comprehensive Plan is a statement of the County's desired future intended to serve as the primary decision-making guide for growth and development.

Future Land Use Map (FLUM) is the graphic image of a long-range plan, designating the future desirable land uses in a community.

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.

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.

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.

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 🌿

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.



Sustainability is an interconnected approach for balancing current and future needs with regard to resiliency and vitality across the environment, economy, and society.

Community Water System refers to any water system that serves 15 or more service connections (“hook-ups”) used by year-round residents, or that serves 25 or more year-round residents who use water for drinking, cooking, bathing and cleaning.



Fairy Slipper Orchard
Photo by Michael Keller



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.



Bellemont Area Plan Committee, Staff and Supervisor Matt Ryan



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.



Aerial view of Flagstaff Meadows
Photo by Andy Follet

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.



Planning for Bellemont

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.



Planning for Bellemont

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.

Conditional Use Permits (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.

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

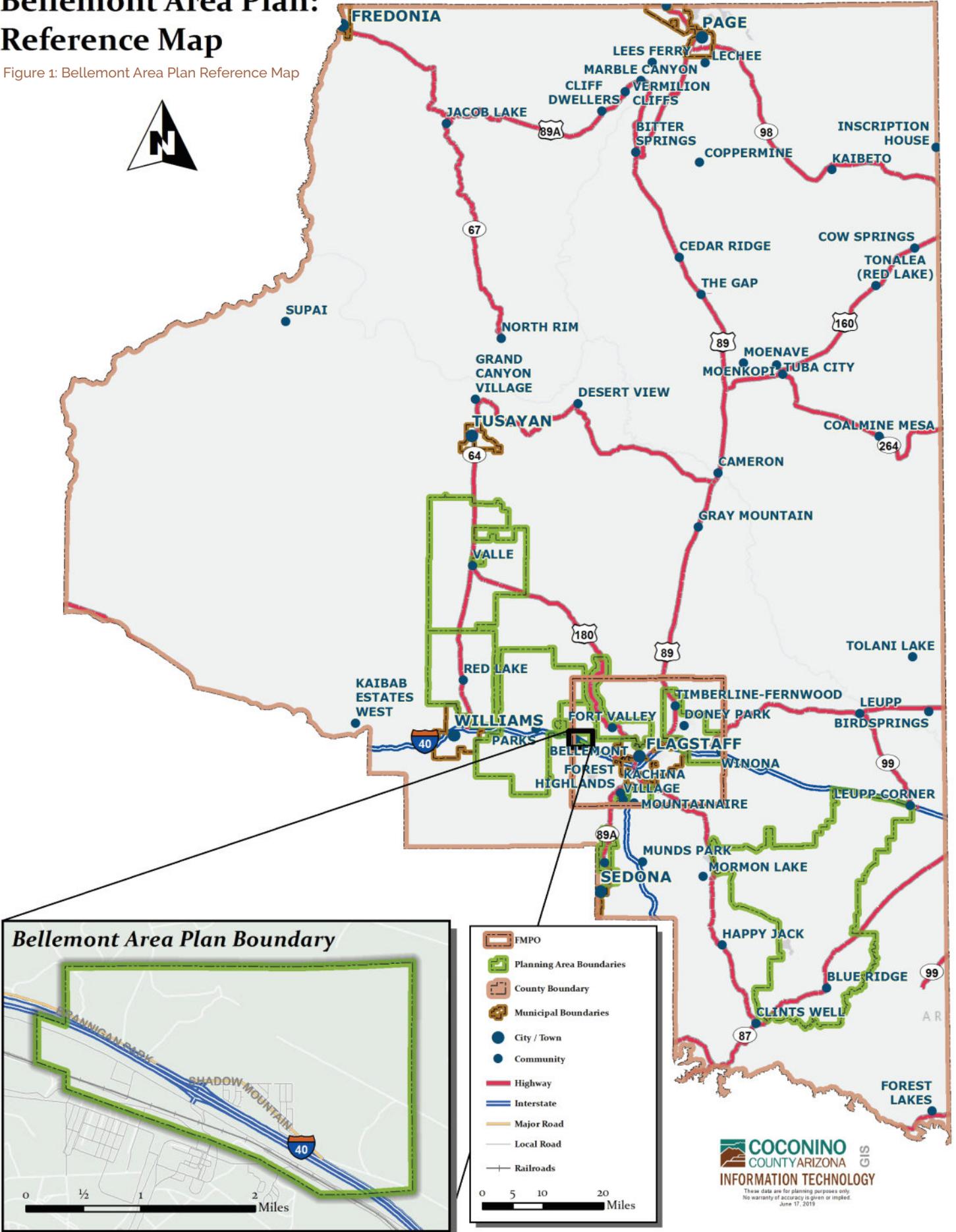
Based on existing land uses, the significant amount of public and military land surrounding Bellemont, and the development potential identified in the 1985 Planning Study Area, the original Area Plan boundary was determined to be adequate for this update. This plan adds the names ‘North Bellemont’ and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



Community Planning

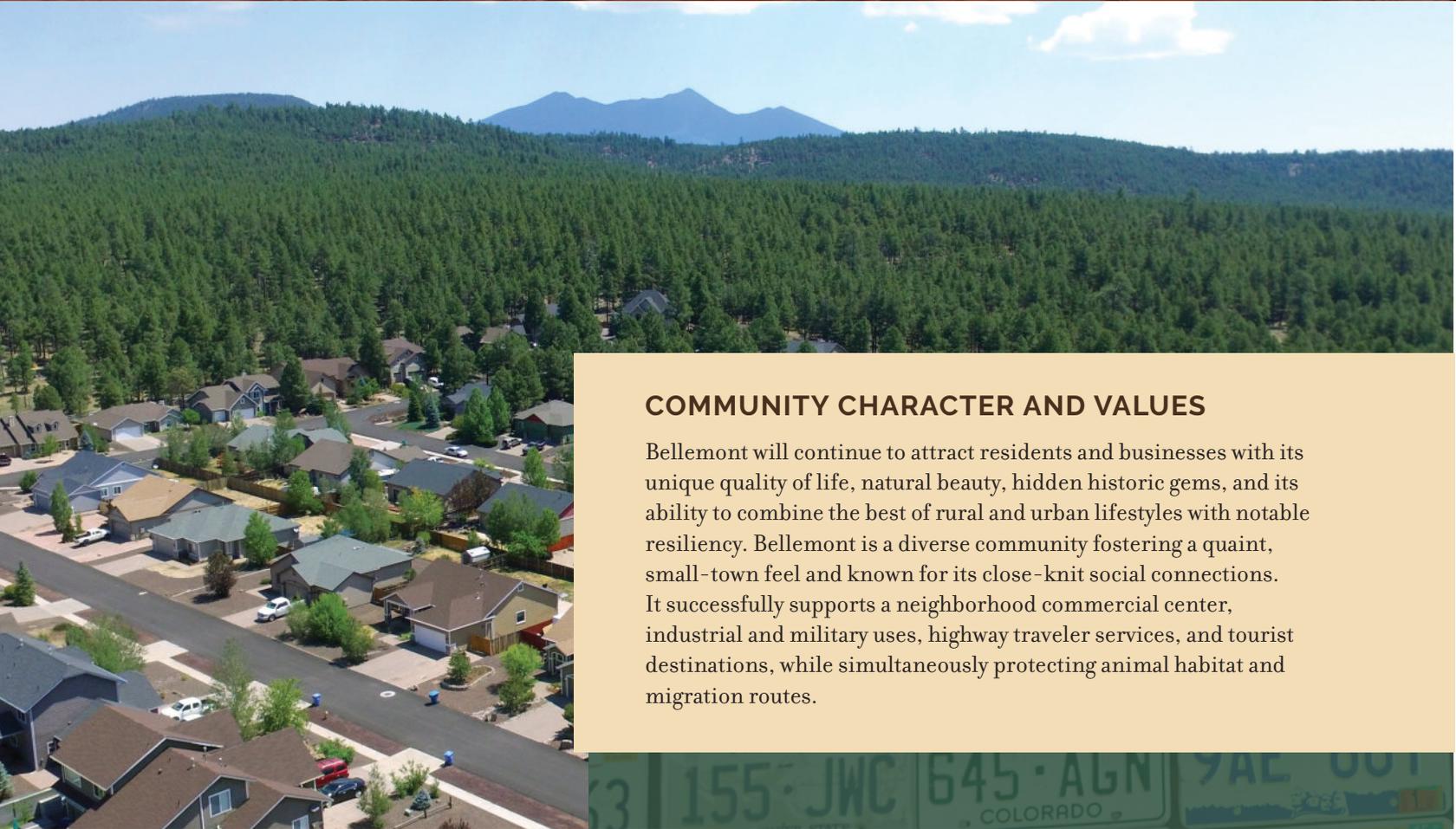
Bellemont Area Plan: Reference Map

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.





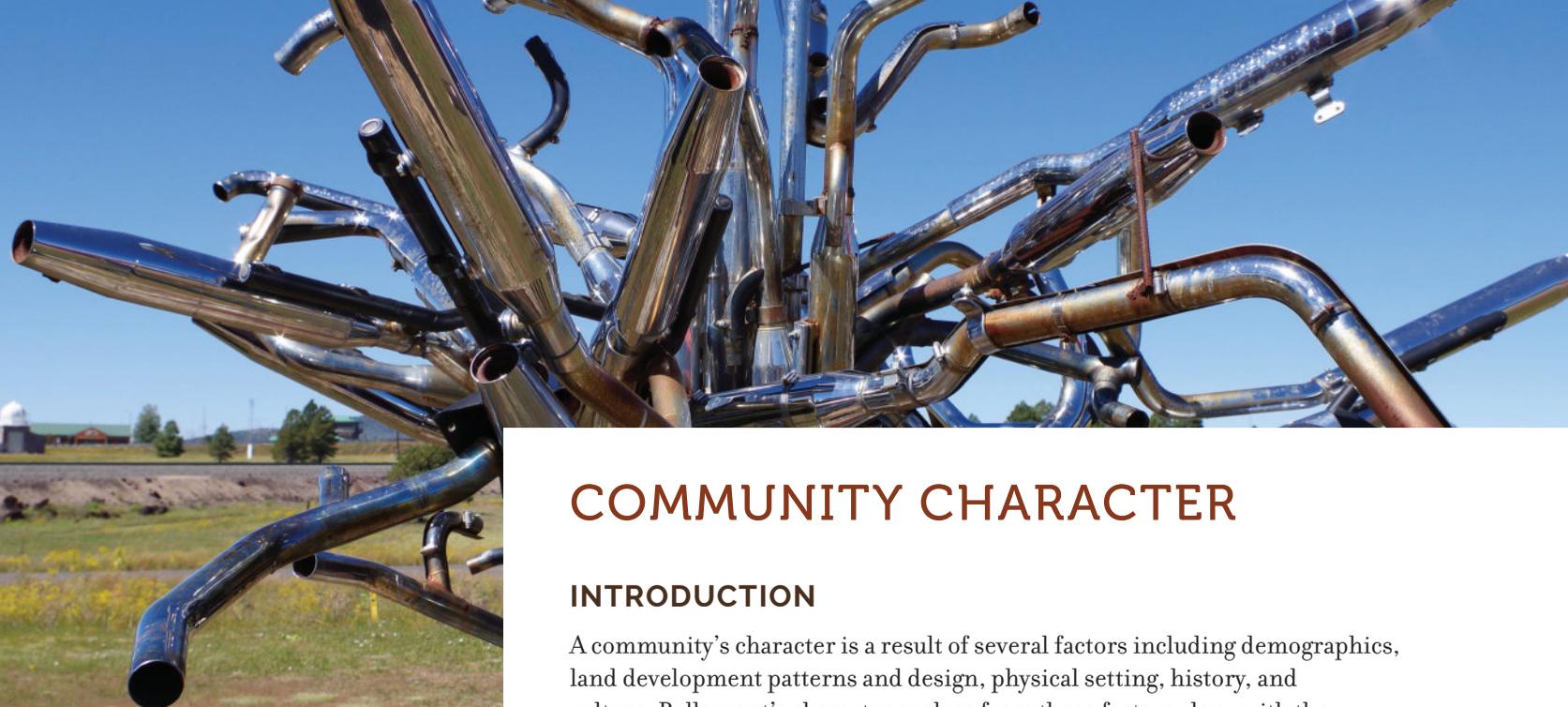
NATURAL RESOURCES AND ENVIRONMENTAL QUALITY

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.



Muffler sculpture

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.

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.



Historic site on Route 66 used as a scene in the film 'Easy Rider'

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.¹ 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.² 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



Route 66 historic relics

1 <http://library.nau.edu/speccoll/exhibits/route66/paths.html>

2 Bellemont Area Plan, 1985

3 Bellemont Area Plan, 1985

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 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).



Portion of Route 66 today

4 <https://www.ncptt.nps.gov/rt66/wp-content/uploads/2015/03/SpecialResourceStudy.pdf>

5 <https://www.theroute-66.com/history.html>

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.⁶ 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.



Camp Navajo

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 6 Coconino County Request for Proposals Joint Land Use Study 2017

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 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 

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. 
- CC.2. Identify, preserve, and develop the Historic Route 66 right of way as part of an interconnected regional trail system. 
- CC.3. Encourage the celebration and commemoration of Bellemont’s varied history, culture, and heritage through public art, events, and interpretive signage and displays. 
- 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.



Flagstaff Meadows

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.

SURVEY RESULTS

Single Family Residential subdivisions are preferred over other styles of residential development by 78 percent of survey respondents.

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.

Bellefont 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. 🍃
- 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”.⁷

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.

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7 November, 2018 Bellemont Area Plan Committee meeting

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.

Community Design Goal and Policies

Goal

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

Policies

- CC.8.** Future commercial, public, industrial, mixed-use, and multi-family residential development shall conform to the Bellemont Area Plan Design Review Overlay Zone.
- 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.

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.

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

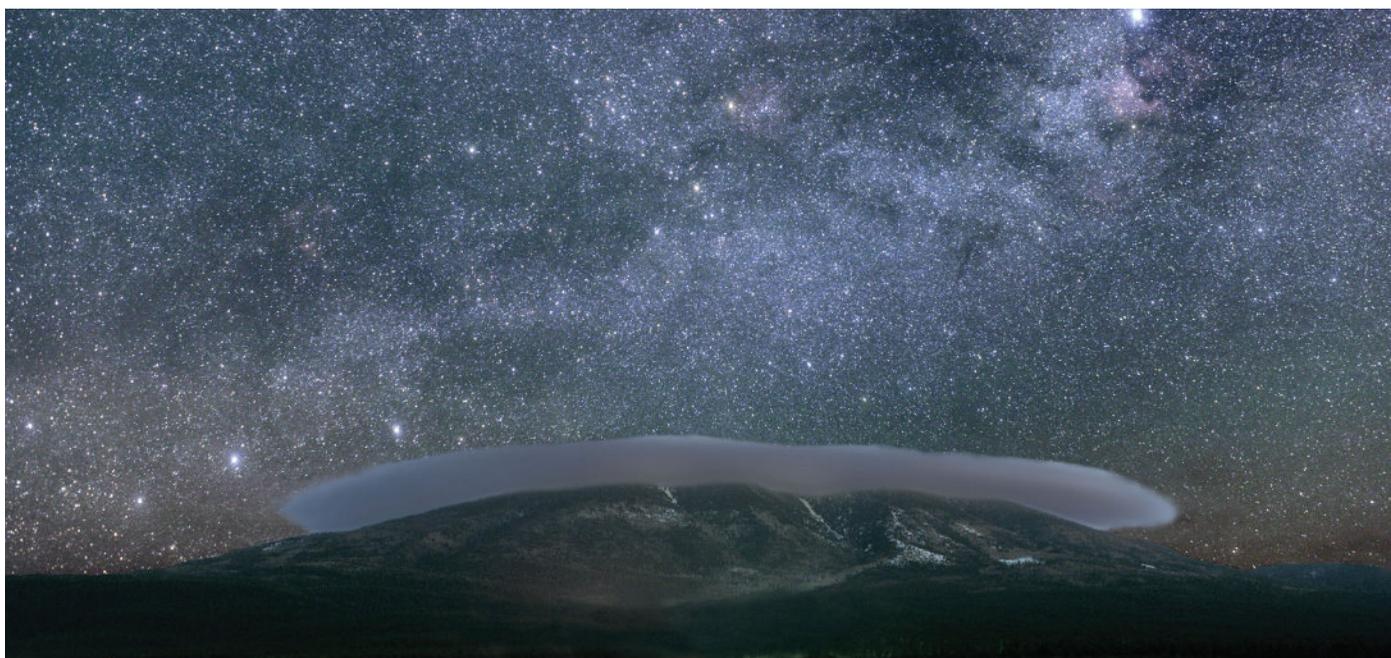
- CC.10. New industrial, commercial, and multi-family residential developments shall prepare lighting plans consistent with Lighting Zone II standards of the current Coconino County Zoning Ordinance.
- CC.11. Encourage the replacement of existing non-conforming lighting on residential, commercial, and 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. 🌿
- CC.14. Recommend motion detectors for security lights in lieu of dusk to dawn lighting. 🌿

SURVEY RESULTS

Eighty-two percent of survey takers support preserving dark skies in Bellemont.



Naval Observatory Flagstaff Station



Dark Skies over San Francisco Peaks. Photo by D Duriscoe

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.

Military Seals at the Veteran's Cemetery

SURVEY RESULTS

Road maintenance, including snow removal, was ranked as the second most important community service, after drinking water and wastewater treatment.

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.⁸

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.⁹ 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.¹⁰

Solid and Hazardous Waste Goal and Policy

Goal

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. 🍃

8 City of Flagstaff website <https://www.flagstaff.az.gov/941/Cinder-Lake-Landfill>

9 City of Flagstaff website: <https://www.flagstaff.az.gov/2277/Small-Business-Waste-Program>

10 EPA website: <https://www.epa.gov/brownfields/fy-2019-multipurpose-assessment-and-cleanup-grant-application-resources>

SURVEY RESULTS

Provision of postal and emergency services are the most important community service issues.

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.



Example of Mailbox Cluster Units



SCHOOLS

A 2015 study showed that over 31 percent of Bellemont’s population is under the age of 15.¹¹ 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 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.

SURVEY RESULTS

Community services such as schools and postal service, are the second most important quality of life topics, after water resources.

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.

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 11 Bellemont Access Management & Multi-Modal Transportation Study Final Report, October 2015

12 Personal Communication, Bob Kuhn, Flagstaff Unified School District, October, 2018

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 taxis 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

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.

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13 NAIPTA Presentation, September 20, 2017

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.



14 <https://dvs.az.gov/arizona-veterans-memorial-cemetery-camp-navajo>

15 Personal Communication, Flagstaff Unified School District, October, 2018



LAND USE, GROWTH & DEVELOPMENT

INTRODUCTION

As a guide for future land use and development in Belmont, 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 Belmont Area Plan, the community has experienced significant changes and growth in population, traffic, business, and commercial activity. Much of the new development in Belmont 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 Belmont’s direct and relatively short commute time to Flagstaff, Belmont 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 Belmont 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.¹⁶ Development of modern traveler services was facilitated by Belmont’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.

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¹⁶ Belmont Area Plan, 1985

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 developments 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 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](#).

Ownership	Vacant	Developed	Total Acres
USFS	2427	0	2427
BNSF Railroad	79	0	79
Camp Navajo	131	0	131
Private Land	375	193	568
Total	3012	193	3205

[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](#).

	Vacant	Developed	Total
Residential Zoning (not including BNSF parcel)	74	76	150
Commercial Zoning	161	70	231
Industrial Zoning	140	47	187
Total Private Land	375	193	568

[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](#).

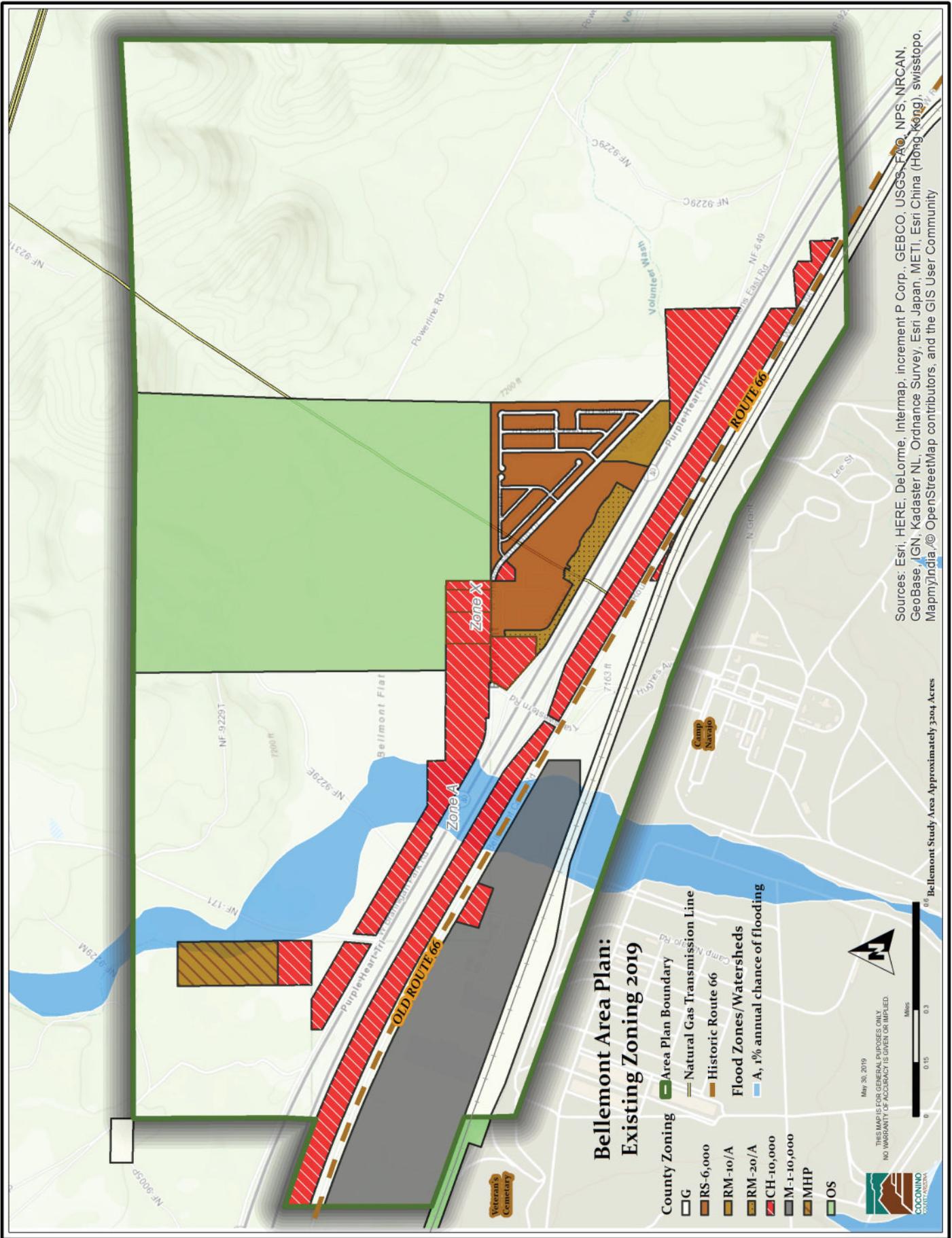


Figure 2: Bellemont Area Plan Existing Zoning 2019

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](#).

Bellemont Planned Community Zone	1985 Land Use Mix	2018 Land Use Mix
Residential	160 acres	150 acres
Commercial	302 acres	231 acres
Industrial	132 acres	187 acres
Total	595 acres	568 acres

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.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.¹⁸

Minority and Hispanic Population. Bellemont 2010

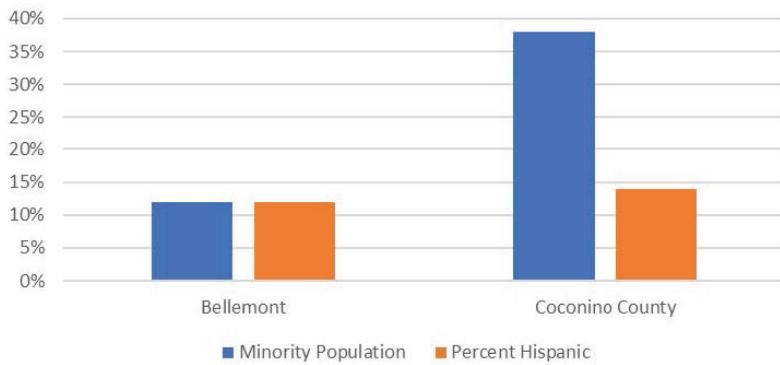


Chart 1: Bellemont Population Distribution

Age as Percent of Population. Bellemont 2010

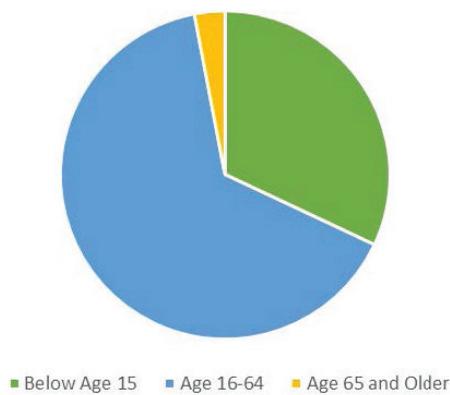


Chart 2: Bellemont Age Distribution

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 17 Bellemont Access Management & Multi-Modal Transportation Study, 2015.

18 Bellemont Access Management & Multi-Modal Transportation Study, 2015.

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 Unit 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.

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 19 Belmont Access Management & Multi-Modal Transportation Study, 2015.

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.

SURVEY RESULTS

“Build out Bellemont” is the preferred growth scenario for Bellemont over the next 20 years.

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.

Shadow Mountain Village Concept Plan



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 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.

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 20 Regional Plan IX-39
 21 Regional Plan IX-39

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.

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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22 Regional Plan GL-6

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.7. New multiple-family development shall conform to the Bellemont Design Review Guidelines.
- LU.8. New single-family residential development should complement the character of the existing architecture within Bellemont.

SURVEY RESULTS

New restaurants are the preferred type of neighborhood commercial businesses by 78 percent of survey respondents.



Industrial uses in 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.²³ 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.²⁴ 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.²⁵ 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://econaz.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.”²⁶ 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.12. Single-family residential is discouraged as a stand-alone land use in the Rural Activity Center.
- 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.

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 26 Arizona Commerce Authority website: <https://www.azcommerce.com/arizona-opportunity-zones/>

Bellemont Business Inventory 2019

- Bellemont Standpipe
- Bellemont Truck Repair & Towing
- Camping World
- Days Inn
- DBJ Contractors Yard
- Diamond Trucking
- Distinctive Woodworks
- FNF Contractors Yard
- Gabalton Rock Crushing
- Harley Davidson Motorcycle Sales & Service
- Industrial Tenants
- Pilot Travel Center
- Pine Breeze Inn
- Roadhouse RV Sales, Guns & Pawn
- Route 66 RV & Boat Storage
- Schuff Steel
- Twin Peaks Glass
- Utility Source
- Vanguard Truck Center of Bellemont

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	<ul style="list-style-type: none"> • Distance from Flagstaff • Unique community character • Adjacency to Camp Navajo and enhanced security • Interstate access • County snowplowing 	<ul style="list-style-type: none"> • Insufficient water supply and fire suppression • Some building signage is not visible from the Interstate • Permitting (CUP) process 	<ul style="list-style-type: none"> • Develop as a transportation hub for trucking and RV industries • High density housing
San Juan Southern Paiute Tribe Parcel	<ul style="list-style-type: none"> • Good highway visibility • Large acreage • Views • Commercial zoning • Billboards 	<ul style="list-style-type: none"> • Floodplain • Long narrow shape • Site preparation • Utility lines and easements 	<p>Residential / Public Service</p> <ul style="list-style-type: none"> • High density housing • Community Center • Church • Community Park <p>Industrial Ideas</p> <ul style="list-style-type: none"> • Auto repair • Highway services • Truck parking

Table 4 Land Use Design Charette Summary

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.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.

SURVEY RESULTS

Seventy two percent of survey takers do not support additional commercially zoned land in Bellemont.



New industrial construction.



Existing commercial development.
Photo by MAKERS

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²⁷ Bellemont Area Plan Community Survey, January, 2018

Commercial and Industrial Land Use Goal and Policies

Goal

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

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 811.²⁸

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.²⁹ 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.³⁰



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

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.³¹ 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.
- 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.



Officer candidate testing at Camp Navajo. Photo by A Pujols

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 31 Coconino Joint Land Use Study September 2018 draft

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.”³² 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.³³ 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 or 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



Mule Deer Fawn
Photo by Michael Keller

NATURAL ENVIRONMENT, OPEN SPACE, PARKS, TRAILS, & RECREATION

INTRODUCTION

Bellefont 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, Bellefont'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 Bellefont, 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 Bellefont 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.

34 <https://www.usclimatedata.com/climate/bellefont/arizona/united-states/usaz0327>

35 Coconino County Comprehensive Plan, 2015, pg. 40

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 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 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.

Environmentally Sensitive Lands Goal and Policies

Goal

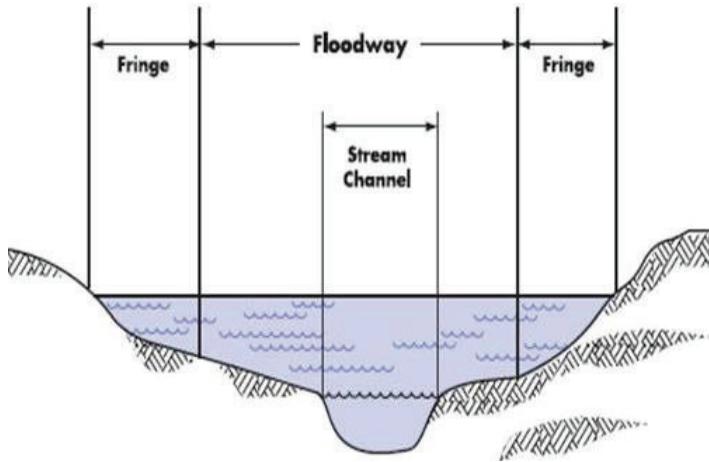
Preserve and enhance the natural qualities of environmentally sensitive lands within and adjacent to Bellemont.

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. 🌿

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.

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.



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).³⁶ Although development is not prohibited in flood-prone areas, it is required to be designed to reduce potential flood damages.”³⁷ 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.

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.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.

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.”

SURVEY RESULTS

Seventy four percent of survey respondents agreed that preserving the floodplain from development is important.

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 36 Coconino County Comprehensive Plan 2015, page 150
 37 Fort Valley Area Plan 2011, page 26
 38 Coconino County Comprehensive Plan 2015, page 150

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.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.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.⁴¹ The Bellemont Area Plan encourages the practice of integrated watershed management.

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.

Flood & Watershed Goal and Policies

Goal

Protect the floodplain from further development encroachment.

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. 🍃
- 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. 🍃
- 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. 🍃

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39 <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>



Photo Credit: Coconino County Joint Land Use Study

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.”⁴²

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.⁴³

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 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.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.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. 🌿

42 <https://www.fs.usda.gov/detail/coconino/landmanagement/?cid=stelprdb5331137>

43 Bellemont Area Plan, 1985

44 Bellemont Area Plan, 1985

45 USFS Presentation, October 18, 2017

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.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.

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. 🌿
- 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. 🌿
- 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. 🌿

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

46 Site visit conducted August, 2018

47 Arizona Game and Fish Presentation, October 18, 2017

The I-40 Corridor and BNSF railway route and fencing have created an uncrossable 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.

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. 🍃
- 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. 🍃
- 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. 🍃



Photos by Michael Keller

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. 🌿 (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. 🌿
- 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.

SURVEY RESULTS

Open space and forest access are terms used by most survey respondents to describe Bellemont’s community character.

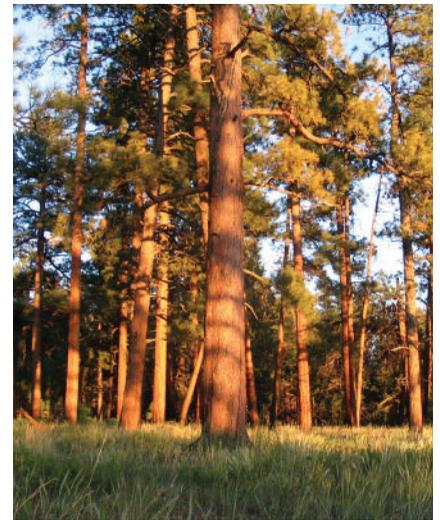


Photo by B Stevens

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.

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.

SURVEY RESULTS

The majority (61 percent) of Bellemont residents recreate on adjacent National Forest daily or weekly.

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.”⁴⁸ 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.



Bicycle Route 66 Section 5 Detail Image

48 Flagstaff Trails Initiative Project Description

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.⁴⁹ 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 policies 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.

Policies

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



Photo by Austin Ban

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. 🍃
- NE.32. Work with the County, City of Flagstaff, and USFS to identify locations and develop signage, interpretive materials, and information about trails in Bellemont. 🍃
- NE.33. Require new development projects that border public lands to provide public access to public land and regional trails. 🍃

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 49 AASHTO US Bicycle Route website: <https://route.transportation.org/us-bicycle-routes/>



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.”⁵⁰ This is distinctly evident in Belmont where the citizens value their proximity to public open space, natural areas, and trails. In many areas of the County, like Belmont, 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. Belmont is locally served by the Ponderosa Fire District.

In addition to Ponderosa Fire District, public safety providers that serve Belmont 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.

Belmont community members indicated that emergency services are important to their quality of life.⁵¹ 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.

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.



Ponderosa Fire Station. Photo by Ponderosa Fire District

50 Coconino County Comprehensive Plan 2015, page 5

51 Belmont Community Survey (December 2017-January 2018)

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.”⁵²

Other natural hazards may include earthquakes, landslides, and unpredictable weather conditions such as “exceptional rainfall, snowfall, and high winds.”⁵³ 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 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

SURVEY RESULTS

Wildfire management ranked as the most important among the issues identified on National Forest land.

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52 Coconino County Comprehensive Plan 2015, page 6
53 Fort Valley Area Plan 2011, page 26
54 Fort Valley Area Plan 2011, page 24
55 Fort Valley Area Plan 2011, page 24

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.

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. 🌿

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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

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.⁶⁰

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.”⁶¹ Ponderosa Fire Department vehicles responding to emergencies have been blocked or delayed on several occasions due to traffic at the Pilot Travel Center.⁶² 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 “because 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.”⁶³

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

Multi-modal refers to travel or transportation systems characterized by one or more means or mode of transport.

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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
 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

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.

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.

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 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. 🍃
- 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. 🍃 (See Policy TC.1)
- PS.10. Pedestrian and bicycle facilities should be incorporated into all new road and street designs, where feasible. 🍃
- 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

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

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. 

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.⁷⁰ 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.⁷¹ Since 2010, the District experienced a 33 percent increase in call volume, and a 5.5 percent increase between 2017 and 2018.⁷² 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.⁷³



Photos by Ponderosa Fire District

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

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.”⁷⁴ The Coconino County Sheriff’s Office provides law enforcement as well as search and rescue services for the planning area.⁷⁵ Crime-prevention programs can help relieve the pressure on law enforcement; they include community outreach and education, block-watch, and community-based youth programs.⁷⁶

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

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



Photo by Ponderosa Fire District

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 74 Coconino County Comprehensive Plan 2015, page 145
 75 Fort Valley Area Plan 2011, page 29
 76 Coconino County Comprehensive Plan 2015, page 145



The  symbol next to policies throughout the Plan identifies policies that support sustainability.

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.”⁷⁷

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.

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⁷⁷ Coconino County Comprehensive Plan (adopted December 15, 2015), page 17

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.”⁷⁸ 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.⁷⁹

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.⁸⁰ 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.⁸¹ 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.⁸²

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.⁸³ As some new homes under construction in Bellemont may be solar-ready, this grid-tied option could be a possibility for the community.

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 78 Coconino County Comprehensive Plan (adopted December 15, 2015), page 171
 79 Coconino County Sustainable Building Program presentation to BAP, November 2017
 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

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.⁸⁴ 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.

Aquifer is an underground geologic formation that contains sufficient saturated, permeable material to yield significant quantities of groundwater to wells and springs.

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 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.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.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.”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.”⁸⁸ Housing availability, choice, diversity and cost are major factors in determining 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



84 Coconino County Sustainable Building Program presentation to BAP, November 2017

85 Coconino County Sustainable Building Program presentation to BAP, November 2017

86 BAP Committee Minutes from August 2017

87 ECoNA Article by John Stigmon: “Accelerating Economic Growth in Northern Arizona.” July 31, 2018 e-mail

88 Coconino County Comprehensive Plan (adopted December 15, 2015), page 19

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.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.⁹⁰

Over six million tourists visit Coconino County each year⁹¹, 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.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.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.



Butterfly on monument plant
Photo by Michael Keller

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89 Regional Plan 2020
90 BAP Committee Minutes from November 2017
91 BAP Committee Minutes from November 2017
92 Coconino County Comprehensive Plan (adopted December 15, 2015), page 22
93 BAP Committee Minutes from July 2017

Sustainability & Resilience Goal and Policies

Goal

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

Policies

- SR.1. Encourage development projects to integrate energy efficient systems into new buildings, as well as solar, wind and geo-thermal. 🌿
- 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. 🌿
- SR.3. Encourage food security through 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. 🌿
- SR.4. Encourage property owners to install rain-water harvesting systems for landscape irrigation. 🌿



Photo by Michael Keller



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.^{94 95} 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.⁹⁶ 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.”⁹⁷ 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.

94 Bellemont Area Plan, 1985, page 7

95 The History of Route 66: <https://www.national66.org/history-of-route-66/>

96 Bellemont Access Management & Multi-Modal Transportation Study Final Report, October 2015, page 1.

97 FMPO website <http://www.flagstaff.az.gov/995/Flagstaff-Metropolitan-Planning-Organization>



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 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.

98 FMPO presentation, September, 2017

99 ADOT website <https://www.azdot.gov/about/inside-adot>

100 NAIPTA presentation, September, 2017

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.

SURVEY RESULTS

Seventy three percent of survey takers indicated the current roadway system is inadequate.

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. 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



Trucks queuing to enter Pilot Station
Photo by Dana Downs-Heimes

101 Bellemont Area Plan Community Survey Results, January, 2018

102 Coconino Joint Land Use Study Draft, August, 2018

SURVEY RESULTS

Additional pedestrian connections and linkages are important to 65 percent of survey takers.



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 uncertain.¹⁰³

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 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,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.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.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

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 103 Email communication with Bellemont Resident and ADOT, October, 2018
 104 Coconino Joint Land Use Study Draft, August, 2018
 105 Coconino Joint Land Use Study Draft, August, 2018
 106 Coconino Joint Land Use Study Draft, August, 2018

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 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 discrete 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.¹⁰⁷ 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, 2019.¹⁰⁸

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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>

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. (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.

Transportation Goal and Policies

Goal

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 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

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.¹¹⁰

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 109 NAIPTA presentation September 20, 2017
 110 NAIPTA presentation September 20, 2017

Transit and Multi-Modal Goal and Policies

Goal

Promote public transportation opportunities in Bellemont.

Policies

- TC.13. Encourage the use of social media to connect community members to a Rideshare network. 🌿
- TC.14. Request NAIPTA to conduct community workshops that would explore the feasibility of a Vanpool service for commuters to Flagstaff.
- 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. 🌿
- 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. 🌿

SURVEY RESULTS

Bicycle connections are important to 60 percent of survey takers.

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 County.”¹¹¹ 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.¹¹² 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. 🌿
- 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. 🌿
- TC.19. Encourage the installation of bicycle parking facilities for employees of new and existing commercial and industrial developments. 🌿



111 Flagstaff Trails Initiative Project Description

112 AASHTO US Bicycle Route website: <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.

SURVEY RESULTS

Drinking water and wastewater treatment ranked as the most important public service.

113 Coconino County Comprehensive Plan 2015, page 45

114 Bellemont Community Survey, December 2018

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 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.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.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.^{118 119}



115 North Central Arizona Water Demand Study, Phase I Report, June, 2002. Pages 94-98.

116 Arizona Department of Water Resources Website: <https://new.azwater.gov/aaws>

117 Walker, Gerry, Arizona Department of Water Resources, Email communication, September, 2018

118 Fort Valley Area Plan, 2011

119 Arizona Department of Water Resources Website: <https://new.azwater.gov/aaws>

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.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.¹²¹ If Utility Source obtains a Designation of 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.^{122 123}

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.^{124 125 126 127}

SURVEY RESULTS

Water quality is a concern for 93 percent of survey takers

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120 Arizona Department of Water Resources Website: <https://new.azwater.gov/aaws>
 121 Utility Source Presentation and Information Sheet, August 16, 2017
 122 Arizona Department of Water Resources Website: <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
 126 Arizona Department of Environmental Quality Website: <http://www.azdeq.gov/programs/water-quality-programs/safe-drinking-water>
 127 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018

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.¹²⁸ 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.¹²⁹

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 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.¹³⁰

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).¹³¹

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128 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018

129 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018

130 ADEQ Presentation, August 16, 2017

131 Taunt, Linda, Arizona Department of Environmental Quality, Email communication, September, 2018

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.¹³² In Bellemont, water is also sourced from deep groundwater wells that reach into what is known as the Coconino Sandstone, or C-Aquifer.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.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.¹³⁵ Utility Source also operates a water standpipe near the truck stop for customers that fill containers and haul water to their properties.¹³⁶



Bellemont Water Company standpipe in South Bellemont

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 132 Coconino County Comprehensive Plan, page 52

133 Coconino County Comprehensive Plan, page 50

134 Arizona Department of Water Resources Website: <https://new.azwater.gov/aaws>

135 Utility Source Presentation and Information Sheet, August 16, 2017

136 Utility Source Presentation and Information Sheet, August 16, 2017



Water tank in South Bellemont

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 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.^{137 138 139} 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.¹⁴⁰ 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.¹⁴¹

Domestic Water Improvement District (DWID) is a county improvement district that is formed for the purpose of constructing, improving, or purchasing a drinking water delivery system.

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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

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.¹⁴² 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:¹⁴³

- Wells and service connections are metered
- Rate structures that encourage efficient use of water
- 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.

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 142 ADWR and ADEQ Presentations, August 16, 2017

143 Walker, Gerry, Arizona Department of Water Resources, Email communication, September, 2018

144 <https://www.epa.gov/nps/urban-runoff-low-impact-development>

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.

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}



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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

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).

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.¹⁵⁰

.....
149 Utility Source Presentation and Information Sheet, August 16, 2017
150 Monihan, David, Coconino County Environmental Quality, Presentation September, 2018

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. 🍃
- 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. 🍃
- 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. 🍃
- 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 (DW/WID) 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.



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.

SURVEY RESULTS

Aesthetics and design of buildings are important to 89 percent of survey takers.



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

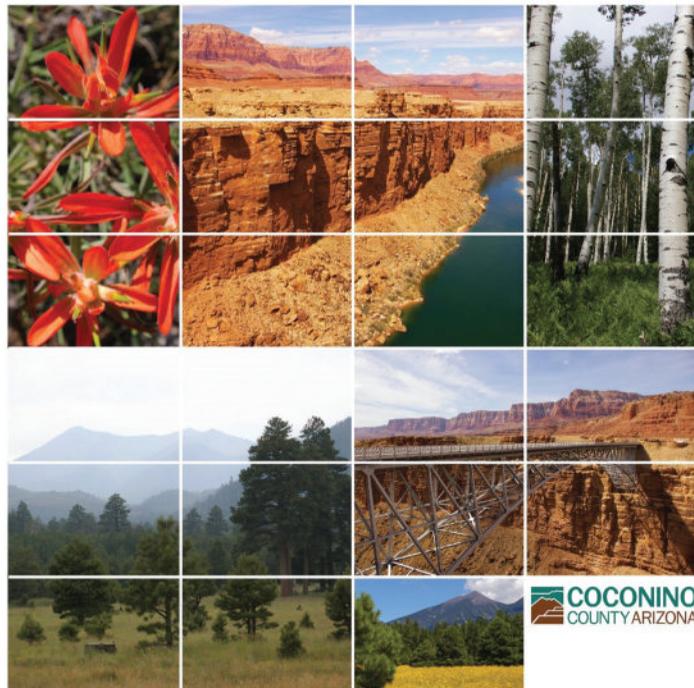
All new lighting shall conform to the zoning ordinance, be fully shielded, and conform to the zoning ordinance Zone II requirements. Narrow-spectrum amber LEDs are encouraged. To preserve the dark sky for both quality of life and nearby observatory functions, outdoor lighting should be installed only as needed and the minimal amount necessary for safety and security.

SURVEY RESULTS

Noise mitigation, lighting and building style are the most desired design standard elements.

Coconino County Zoning Ordinance

Effective Date: December 11, 2019





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.

Priority	Implementation Task	Who Will Implement	Anticipated Time Frame
1	Develop emergency action plans for the entire Bellemont community, specifically identifying emergency access routes.	Coconino County Emergency Management, Ponderosa Fire District, USFS	Initiate in 2019
2	Ensure all Bellemont addressing is 911 compliant for accurate and timely emergency response.	Coconino County GIS, Public Works, Community Development, Ponderosa Fire District	Complete in 2019
3	Complete the location and installation of USPS cluster boxes throughout Bellemont.	Coconino County Public Works, US Postal Service	Complete in 2020
4	Seek commitments to provide utilities for future development throughout Bellemont.	Utility Source, Bellemont businesses, other utilities	Ongoing
5	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.	Coconino County Community Development	Initiate in 2019 or early 2020

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 refers to any water system that serves 15 or more service connections ("hook-ups") used by year-round residents, or that serves 25 or more year-round residents who use water for drinking, cooking, bathing and cleaning.

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.

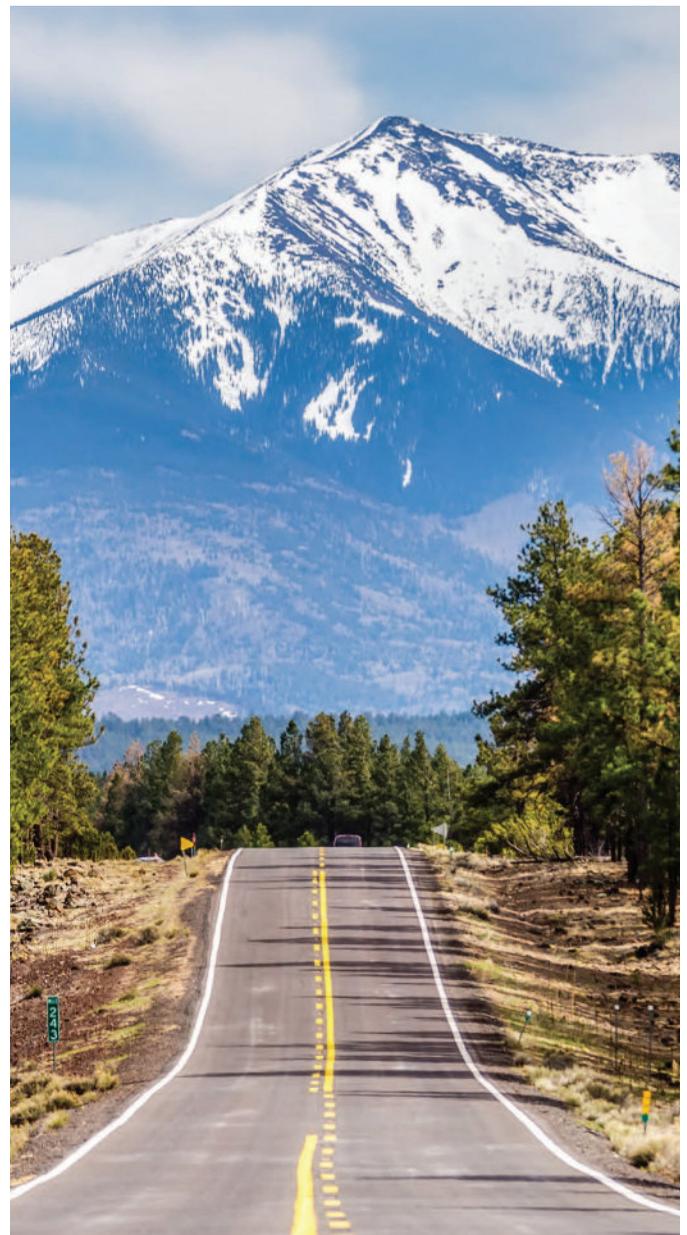


Photo Credit: Coconino County Joint Land Use Study



BELLEMONT COMMUNITY SURVEY

I reside in:		
Answer Choices	Responses	
Flagstaff Meadows	79.34%	96
North Bellemont (north of I-40)	14.05%	17
South Bellemont (south of I-40)	0.00%	0
Outside of Bellemont	6.61%	8
Answered		121
Skipped		1

I own property in:		
Answer Choices	Responses	
Flagstaff Meadows	85.59%	95
North Bellemont (north of I-40)	11.71%	13
South Bellemont (south of I-40)	2.70%	3
Other		10
Answered		111
Skipped		11

Please check the category below that best reflects your status in Bellemont.		
Answer Choices	Responses	
Full-Time resident (6 months or more per year) and own property	81.15%	99
Part-time resident (less than 6 months per year) and own property	4.10%	5
Own undeveloped property	0.82%	1
Rent my residence to others	3.28%	4
Rent from others	4.92%	6
Business owner and reside in Bellemont	2.46%	3
Business owner and live outside of Bellemont	2.46%	3
Not applicable	3.28%	4
Answered		122
Skipped		0

Please check the box that indicates how long you have lived or owned the property in Bellemont.		
Answer Choices	Responses	
Less than 1 year	13.11%	16
1 to 5 years	45.08%	55
6 to 10 years	13.93%	17
Over 10 years	26.23%	32
Not applicable	1.64%	2
	Answered	122
	Skipped	0

Please check the box that indicates your employment status.		
Answer Choices	Responses	
I work in Bellemont	15.74%	17
I work in Flagstaff	75.00%	81
I am retired in Bellemont	10.19%	11
I am a student (university, college or trade school)	1.85%	2
I am currently unemployed	1.85%	2
Other (please specify)		15
	Answered	108
	Skipped	14

Do you identify with any of the following as describing Bellemont's community character? Please check all that apply.		
Answer Choices	Responses	
Open space and forest access	83.9%	99
Connected and safe community	73.7%	87
Affordable housing	66.1%	78
Dark sky community	61.9%	73
Best of urban and rural lifestyle	49.2%	58
Small town ("Mayberry") feel	47.5%	56
Camp Navajo and military presence	29.7%	35
Interstate highway, camping, traveler and trucking services	28.0%	33
Two compatible communities (small town and industrial)	16.1%	19
Historically significant	12.7%	15
Motorcycle route and services	11.0%	13
Industrial heritage	8.5%	10
Railroad town	6.8%	8
Other (please specify)	4.2%	5
	Answered	118
	Skipped	4

Is the existing roadway system in Bellemont adequate?		
Yes	27.0%	30
No	73.0%	81
If no, why not?		74
	Answered	111
	Skipped	11

Are additional pedestrian connections and linkages important to you?		
Yes	64.9%	72
No	35.1%	39
	Answered	111
	Skipped	11

Are additional bicycle connections and features important to you?		
Yes	59.8%	67
No	40.2%	45
	Answered	112
	Skipped	10

Is preserving dark skies in Bellemont important to you?		
Yes	82.3%	93
No	17.7%	20
	Answered	113
	Skipped	9

Is water quality a concern to you?		
Yes	93.8%	105
No	6.3%	7
	Answered	112
	Skipped	10

Is protecting the floodplain from development important to you?		
Yes	74.3%	84
No	25.7%	29
	Answered	113
	Skipped	9

What type of neighborhood-serving commercial business would you like to see in Bellemont? Please check all that apply.		
Restaurant	78.4%	87
Coffee shop	59.5%	66
Retail	50.5%	56
Small box store such as a Dollar Store	48.7%	54
Other (please specify)		23
	Answered	111
	Skipped	11

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?

Yes	28.2%	33
No	71.8%	84
Answered		117
Skipped		5

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
Answered		119
Skipped		3

Are the aesthetics or design of built structures in Bellemont important to you?

Yes	88.7%	102
No	11.3%	13
Answered		115
Skipped		7

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
Answered		119
Skipped		3

How many people currently reside in your household?

Answer Choices	Responses	
1 to 2	45.08%	55
3 to 4	41.80%	51
More than 4	13.11%	16
Answered		122
Skipped		0

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
Answered		119
Skipped		3

If you support additional residential development, what type of residential development would you want in Bellemont? Please check all that apply.	
Subdivisions for Single Family Residence (similar to existing development)	77.9%
Subdivisions for Single Family Residence on large lots (1 acre or more)	48.8%
Mixed use (commercial and residential combined)	44.2%
Townhouse/condominium style residential (similar to existing higher density development)	43.0%
Affordable housing	24.4%
Retirement community	17.4%
Tiny homes	11.6%
Recreational Vehicle Parks	7.0%
Apartments	5.8%
Parcels created by land division (no subdivision)	5.8%
Mobile or manufactured homes	2.3%
Other (please specify)	8
	Answered 86
	Skipped 36

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.					
	1. Least preferred	2. Second choice	3. Most preferred	Weighted Average	
Alternative A: A Growing Bellemont	58.6% 65	24.3% 27	17.1% 19	1.59	
Alternative B: Build out Bellemont	8.9% 10	54.5% 61	36.6% 41	2.28	
Alternative C: Rural Bellemont	33.3% 37	18.9% 21	47.8% 53	2.14	
			Answered	112	
			Skipped	10	

On a scale of 1 (not important) to 5 (extremely important), how important are the following public services and facilities in Bellemont to you?

	1. Not important		2. Less important		3. Moderately important		4. Very important		5. Extremely important		Weighted Average
Transportation system and transit service	12.9%	15	29.3%	34	24.1%	28	19.8%	23	13.8%	16	2.92
Services to support "aging in place"	11.4%	13	20.2%	23	41.2%	47	14.9%	17	12.3%	14	2.96
Pedestrian and bicycle connectivity	11.2%	13	19.8%	23	23.3%	27	25.0%	29	20.7%	24	3.24
Park Facilities	3.5%	4	17.2%	20	31.0%	36	32.8%	38	15.5%	18	3.4
Fire, Police and Emergency Medical Service	0.0%	0	2.6%	3	15.5%	18	31.0%	36	50.9%	59	4.3
Road Maintenance, including snow removal	0.0%	0	0.9%	1	10.3%	12	38.8%	45	50.0%	58	4.38
Drinking water and Wastewater treatment	0.0%	0	0.0%	0	3.5%	4	23.3%	27	73.3%	85	4.7
										Answered	116
										Skipped	6

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.

	1. Strongly disagree		2. Don't agree		3. Moderately agree		4. Agree		5. Strongly agree		Weighted Average
Require Use of Natural Building Material	5.2%	6	13.9%	16	33.0%	38	35.7%	41	12.2%	14	3.36
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	3.65
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	11.3%	13	23.5%	27	58.3%	67	4.3
										Answered	115
										Skipped	7

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):

	Least preferred		Less preferred		Acceptable		More preferred		Most preferred		Total	Weighted Average
Manufacturing uses such as borrow pits and mineral extraction, cement products, food and dairy, machine shops	56.1%	64	21.9%	25	15.8%	18	3.5%	4	2.6%	3	114	1.75
Industrial services such as heavy equipment sales, contractor and equipment yards, lumber and building materials, rock and gravel yards	22.6%	26	27.0%	31	39.1%	45	5.2%	6	6.1%	7	115	2.45
Industrial services such as automobile and truck repair, boat, camper and RV sales and service	13.9%	16	27.8%	32	41.7%	48	13.0%	15	3.5%	4	115	2.64
Manufacturing uses such as bottling plants, electronics, furniture, technical instruments, office machinery	21.7%	25	14.8%	17	39.1%	45	16.5%	19	7.8%	9	115	2.74
Wholesale and Warehousing such as self-service storage, wholesale distribution centers.	13.9%	16	20.9%	24	38.3%	44	16.5%	19	10.4%	12	115	2.89
											Answered	115
											Skipped	7

How important are the following issues related to management of the National Forest around Bellemont? Please tell us your views regarding the following issues.							Weighted Average				
	1. Not important		2. Less important		3. Moderately important		4. Very important		5. Extremely important		
Encouraging potential land exchanges and development	23.2%	26	20.5%	23	25.9%	29	15.2%	17	15.2%	17	2.79
Off-Road Vehicle Use	6.3%	7	17.9%	20	31.3%	35	28.6%	32	16.1%	18	3.3
Dispersed Camping	5.3%	6	16.8%	19	28.3%	32	26.6%	30	23.0%	26	3.45
Preserving Forest Service land from development	5.4%	6	9.8%	11	12.5%	14	22.3%	25	50.0%	56	4.02
Wild Fires	0.0%	0	1.8%	2	9.0%	10	28.8%	32	60.4%	67	4.48
										Answered	113
										Skipped	9

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?							Weighted Average				
	1. Not important		2. Less important		3. Moderately important		4. Very important		5. Extremely important		
Historic sites and places in Bellemont (e.g., Route 66)	15.1%	18	27.7%	33	28.6%	34	18.5%	22	10.1%	12	2.81
Recreational and youth activities	6.7%	8	18.5%	22	33.6%	40	27.7%	33	13.5%	16	3.23
Bellemont's character and "small town feel"	9.2%	11	16.0%	19	26.1%	31	26.1%	31	22.7%	27	3.37
Existing and future transportation system	4.2%	5	12.7%	15	28.8%	34	20.3%	24	33.9%	40	3.67
Land use and growth	4.2%	5	5.0%	6	23.5%	28	37.0%	44	30.3%	36	3.84
The natural environment and environmental quality	1.7%	2	5.0%	6	20.2%	24	38.7%	46	34.5%	41	3.99
Public safety including sheriff, fire and medical emergency services	0.8%	1	4.2%	5	16.8%	20	39.5%	47	38.7%	46	4.11
Community Services (schools, postal service, utilities)	0.9%	1	3.4%	4	15.3%	18	34.8%	41	45.8%	54	4.21
Water resources and wastewater treatment	0.0%	0	0.8%	1	4.2%	5	28.6%	34	66.4%	79	4.61
										Answered	119
										Skipped	3

On a scale of 1 (not important) to 5 (extremely important), how important are the following linkages?							Weighted Average				
	1. Not important		2. Less important		3. Moderately important		4. Very important		5. Extremely important		
Pedestrian features linking north to south Bellemont (across I-40)	25.9%	29	27.7%	31	28.6%	32	9.8%	11	8.0%	9	2.46
Bicycle features linking north to south Bellemont (across I-40)	24.1%	27	24.1%	27	33.0%	37	8.9%	10	9.8%	11	2.56
Linking to Rt. 180 snowplay area via Wing Mountain Road	19.6%	22	13.4%	15	33.0%	37	17.0%	19	17.0%	19	2.98
										Answered	112
										Skipped	10

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.

	1. Never	2. A few times a year	3. Monthly	4. Weekly	5. Daily	Weighted Average
Hunting	58.9%	31.3%	6.3%	2.7%	0.9%	1.55
Camping	33.9%	50.0%	12.5%	2.7%	0.9%	1.87
Picknicking	32.7%	41.6%	18.6%	6.2%	0.9%	2.01
Off-road vehicle driving	27.4%	27.4%	18.6%	23.9%	2.7%	2.47
Wildlife watching	14.4%	34.2%	16.2%	22.5%	12.6%	2.85
Walking, hiking or jogging	1.8%	18.6%	18.6%	37.2%	23.9%	3.63
				Answered		113
				Skipped		9

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?

	1. Not important	2. Less important	3. Moderately important	4. Very important	5. Extremely important	Total	Weighted Average
Connection between north and south Bellemont	21.0%	25.0%	25.2%	8.4%	9.2%	119	2.49
Creating a town center	10.9%	13.0%	29.4%	16.8%	20.2%	119	3.13
Protecting open space, the environment, wildlife habitat and views	2.5%	3.0%	26.9%	30.3%	32.8%	119	3.83
Emergency services	0.0%	0.0%	18.6%	36.4%	39.8%	118	4.11
Postal service	0.0%	0.0%	10.9%	25.2%	61.3%	119	4.45
Other (please specify)						7	
				Answered		119	
				Skipped		3	

