

Southside Community Specific Plan

Project Narrative

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List of Preparers

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See the Contributors section of the Southside Community Specific Plan, Volume 1 for full list of plan contributors.

Introduction

The City Council directed staff to work on a specific plan for the Southside community in January 2017. This work was initiated because the 2005 Southside Plan was accepted from the consultant but never adopted by resolution. Since the 2005 Plan, a new Historic District on the National Register of Historic Places had been designated, a new Zoning Code was adopted in 2011, and changes to the housing market have brought about new development pressures and building types.

The need for this amendment to the Flagstaff Regional Plan 2030 (FRP30) is to adopt a Southside Community Specific Plan (Southside Plan) that promotes the neighborhood's vision and improves the implementation of the Flagstaff Regional Plan 2030 (FRP30) in this area. The Plan also recommends a text and map amendment be adopted in coordination with the Southside Plan.

The Southside Community Plan is necessary for three reasons as outlined in Flagstaff City Code Title 11:

CENTRAL LOCATION—The central location of the Southside between Downtown and the Northern Arizona University campus attracts residents and businesses seeking a central location and desiring the benefits of a mixed-use walkable neighborhood (*Flagstaff City Code Section 11-10.30.020.A.3*).

DEVELOPMENT PRESSURE—The Southside has experienced a new era of development pressure that has threatened the community character. The neighborhood residents and businesses acknowledge that growth can be a positive force in a neighborhood, but do not want to displace residents and lose what makes the Southside a special place (*Flagstaff City Code Section 11-10.30.020.A.1*).

UNIQUE CHARACTER—The Southside is a unique place both culturally and in its built environment. The residents and businesses of the Southside see their own story in the community character and believe that preservation of the community's historic identity is important for all of Flagstaff (*Flagstaff City Code Section 11-10.30.020.A.2*).

Content of the Proposed Specific Plan

The Southside Plan is a specific plan that is intended to become adopted policy for the City of Flagstaff. The FRP30 states, "The purpose of a specific plan is to provide a greater level of detail for a geographic area or element of the Regional Plan, and to provide for the systematic implementation of the Regional Plan" (Page III-8 based on *Flagstaff City Code Section 11-10.30.010*). Flagstaff City Code, Title 11, sets out

what a specific plan may do and what it should contain. Some of the content in the Southside Community Plan includes these elements from Title 11:

1. *Recommendations or statements of intent regarding the location of buildings and other improvements with respect to existing rights-of-way, floodplains and public facilities;*
2. *Recommendations or statements of intent regarding the use of land, buildings, and structures, the height and bulk of buildings and structures, and the open spaces around buildings and structures;*
- ...
5. *Measures required to ensure the execution of the General Plan;*¹
6. *Other matters which will accomplish the purposes of this section and the General Plan, including procedures for the administration of the General Plan; and*
7. *Any other matter permitted by law. (Flagstaff City Code Section 11-10.30.020 Elements of a Specific Plan)*

The Specific Plan will be incorporated by reference and added to a list of amendments to FRP30 in Chapter XVI. The goals and policies of the Specific Plan will be placed in a new appendix for ease of reference.

Description of the Proposed Regional Plan Amendment

A map amendment is proposed to change 35.6 acres on Maps 21 and 22 of FRP30 from *Existing Suburban* to the *Existing Employment* area type. The areas would maintain its *Future Urban* area type designation overlaid with the existing area type

A text amendment is also proposed to page IX-35 in the Regional Plan next to the row heading “Employment” to change the statement “Industrial not appropriate for urban context” to “Industrial not appropriate for urban context unless allowed by a specific plan.”

Neither amendment meets the criteria for a major plan amendment because they are done in conjunction with a specific plan per Chapter III of FRP30. See attachment A for a full description of the proposed minor amendment.

Community Benefit and Considerations

Neighborhood residents, property owners and all of Flagstaff would benefit from the improved infrastructure, support for small businesses and entrepreneurship, and the historic and cultural preservation of the neighborhood. The goals of the Southside Plan reflect a comprehensive and broad review of the community issues and assets and community feedback on preferred methods of addressing them. The goals also considered the historic context of the neighborhood current trends and challenges. The main challenges to implementing the Specific Plan are:

- Funding for capital projects recommended by the plan,

¹ The Flagstaff Regional Plan 2030, ratified by voters in 2014, is the City’s current General Plan.

- Market feasibility associated with proposed zoning code changes,
- Completion of the Rio de Flag flood control project and localized flooding issues,
- Influence of the recession and other larger economic influences, and
- Risk of gentrification.

Plan Conformance

Flagstaff City Code Section 11-10.30.030.E states, “No Specific Plan may be adopted or amended unless the proposed plan or amendment is in substantial conformance with the General Plan.”

The *Specific Plan* improves the ability of the City and partners to implement the *FRP30* goals and policies by identifying the ones that are most relevant and should be more heavily weighted in this neighborhood than other factors. The Arizona Revised Statute refers to this as the “systematic execution of the general plan” (ARS 9-461.08). On Page 37, the Southside Plan states, “If a Regional Plan goal or policy is tied to a goal in the Plan, then it should be weighted more heavily in future decision-making than a goal that is not listed in this chapter.” The exception to this is if a Corridor Plan for South Milton Road or Route 66 comes to a different conclusion than the Specific Plan, then that Corridor Plan would take precedence in transportation and infrastructure decisions. Not all of the goals and policies included in the analysis of plan conformance are listed in the Specific Plan as those that should be more heavily weighted.

Proposed Regional Plan Amendment

The proposed Regional Plan map amendment is in conformance with the following goals and policies:

- Policy LU.6.1. Consider a variety of housing types and employment options when planning new development and redevelopment projects.
- Policy LU.6.2. Consider commercial core areas, corridors, activity centers, employment centers, research and development parks, special planning areas, and industrial uses as appropriate place types and area types for employment opportunities.
- Policy LU.15.2. Consider the compatible integration of residential uses and proposed employment centers to reduce vehicle trips and commute times.
- Policy LU.16.2. Ensure new industrial areas are compatible with surrounding areas.
- Policy LU.16.3. Locate new industrial areas near the rail line, major highways or the interstate, and ensure they are designed to be compatible with surrounding uses and gateway features.
- Policy LU.16.5. Consider all health impacts on the community in the design of new industrial uses, such as wastewater treatment, traffic safety, noise, and other impacts.
- Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.
- Policy ED.4.6. Encourage development of specific area plans for targeted industrial, and business park land, which have been identified as major employment centers in the Flagstaff Regional Plan.

There are no conflicting goals and policies found. There is conflicting descriptive text related to the *Urban* area type on Page IX-35, “Industrial not appropriate for urban context.” The proposed text amendment resolves this inconsistency with *FRP30*’s stated goals and policies by adding “unless allowed by a specific plan.” This change makes it clearer that all activity centers in the City can meet Policy LU.6.2

with proper mitigation and limitations on industrial uses. Industrial as a category has evolved in both form and effects that this allowance will create more adaptable opportunities to create employment areas within activity centers.

Conformance of Proposed Area-Specific Goals and Policies

Heritage Preservation

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.2. Preserve, restore, and rehabilitate heritage resources to better appreciate our culture

Policy CC.3.1. Encourage neighborhood design to be respectful of traditional development patterns and enhance the overall community image.

Policy LU.10.3. Value the Historic Neighborhoods established around downtown by maintaining and improving their highly walkable character, transit accessibility, diverse mix of land uses, and historic building form.

Policy LU.11.5. Encourage adaptive re-use of historic structures for a variety of commercial spaces and housing options.

The Flagstaff Southside National Historic District and the Railroad Addition National Historic District form the core of the Downtown Flagstaff's character and contain the majority of eligible historic buildings according to current surveys. Preserving heritage resources and supporting compatible infill is a central principle of the Heritage Preservation, Growth and Land Use and Business Live/ Work goals and policies. The Specific Plan's goals, policies and strategies support Regional Plan goal CC.2 and LU.11.5 by calling for:

- Locating and interpreting historic and cultural resources (S 1.5, S 8.1)
- Recognizing resources with appropriate overlays (S 1.2)
- Mitigating development impacts on historic resources and support their adaptive reuse (S 1.3, S 1.5, S 2.1, SMS 1.2, SMS 1.5, SLW 1.2, SLW 1.4, SLW 1.5, SNC 1.2, SNC 1.6, SNC 1.7, S 6.1)
- Defining the Historic Activity Centers (Southside Main Street and Live/Work Neighborhood)
- Education and assistance for property owners who are caretakers of these resources (S 1.2, S 2.1)

Each Southside subarea has policies that define compatibility in terms of scale, materials, and patterns and provides illustrations to demonstrate the implementation of Policy CC.3.1 and LU 10.3. In the Southside Main Street, Live/Work Neighborhood and the Neighborhood Core, the contribution of historic buildings to the community character and their preservation and adaptive reuse is highlighted in the illustrations' descriptions in order to demonstrate how Heritage Preservation, Growth and Change, and Business and Live/Work goals and policies could be appropriately integrated.

Historic Preservation Focus Areas

The Southside subareas map identifies Historic Preservation Focus Areas in the Southside. The community feedback received did not support an area-wide historic overlay for the Southside because of the diversity of buildings and development pattern in the neighborhood. Instead the preferred strategy is to identify smaller areas where property owners can work together to prepare overlays better tailored to the resources and development in that section of the neighborhood. The focus areas are those that were prioritized for this strategy because of the value and quality of the resources.

Historic Churches and individually significant buildings throughout the community will also be considered for landmark overlays if property owners would like to preserve them through that mechanism.

Growth and Change

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.3. Preserve, restore, enhance, and reflect the design traditions of Flagstaff in all public and private development efforts.

Goal CC.5. Support and promote art, science, and education resources for all to experience.

Goal LU.1. Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places.

Goal LU.4. Balance housing and employment land uses with the preservation and protection of our unique natural and cultural setting.

Policy LU.5.6. Encourage the distribution of density within neighborhoods in relationship to associated activity centers and corridors, infrastructure, transportation, and natural constraints such as slopes and drainages.

Policy LU.10.4. Develop specific plans for neighborhoods and activity centers to foster desired scale and form.

Policy LU.10.5. Consider vacant and underutilized parcels within the City's exist-in urban neighborhoods as excellent locations for contextual redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents and transit patrons.

Policy LU.10.6. In mixed use developments, encourage residential uses located above and behind commercial uses within urban areas as well as a variety of housing types where appropriate.

Policy LU.10.8. Include institutional uses, such as schools, within the urban context.

Policy LU.11.4. Encourage various housing types that appeal to a diverse range of ages and income.

Policy LU.11.6. Strive for a wide variety of activities in downtown to create a healthy mix of housing, employment, shopping, cultural, and civic uses.

Goal LU.15. Plan for and encourage employee-intensive uses throughout the area as activity centers, corridors, research and development offices, business parks, and light industrial areas to encourage efficient infrastructure and multimodal commuting.

Policy CD.1.6. Encourage redevelopment projects to utilize private/public partnerships in order to succeed.

Policy NH.1.1. Preserve and enhance existing neighborhoods.

Policy NH.1.2. Respect traditions, identifiable styles, proportions, streetscapes, relationships between buildings, yards, and roadways; and use historically appropriate and compatible building and structural materials when making changes to existing neighborhoods, especially in historic neighborhoods.

Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.

Policy NH.1.5. Use traditional neighborhood design standards for new and revitalized urban neighborhoods, neighborhood plans, specific plans, or master plans.

Policy NH.1.7. Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.

Policy NH.1.8. Prioritize the stabilization of a neighborhood's identity and maintain cultural diversity as new development occurs.

Policy NH.2.3. Continue the tradition of multi-story, multi-use buildings to maintain and increase a stable, mixed-income residential population when planning new structures in the downtown and Southside neighborhoods.

Goal ED.4. Support efforts to recruit diverse new businesses and industries compatible with the region.

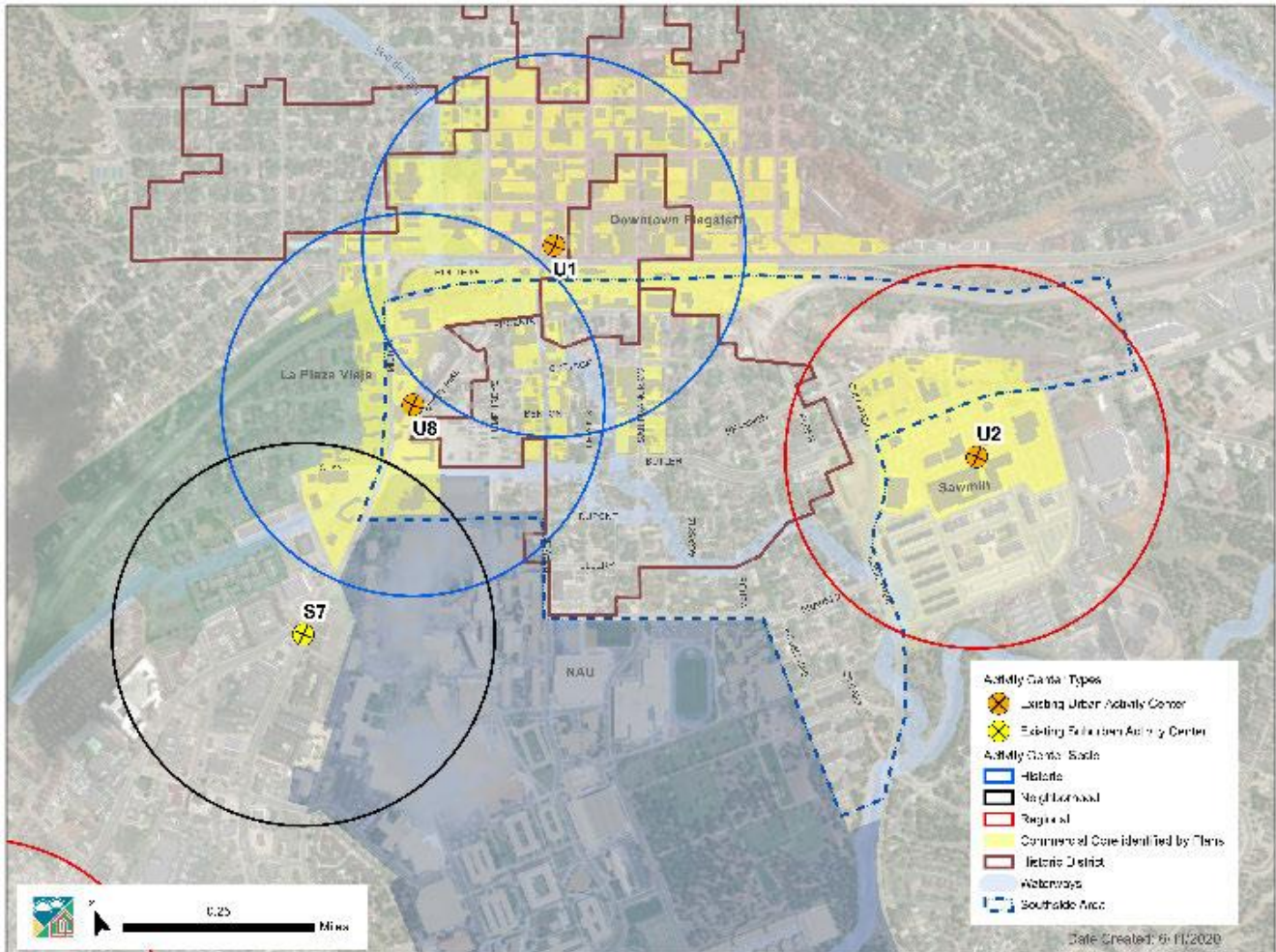
One of the primary purposes of the Southside Community Specific Plan is to further refine the Land Use goals and policies of the FRP30 and how they are applied within this area (Policy LU.10.4). For the Southside, this means a balance between new development that can create housing opportunities in a walkable and transit-oriented neighborhood, which supports the City's overall sustainability, and the important and character defining historic resources and cultural fabric of the community. At the same time, the Specific Plan had to also consider affordability, social and environmental justice, support for small business, market pressures and the desire to re-create public spaces the community has lost. In order to balance these diverse considerations, the plan outlines how the built environment can change in a manner that is guided by both the public and private sector in the Growth and Change and Business Live/Work goals and policies.

Under the area-wide Growth and Change goals, Goal S 3 supports CD.1.6 and NH.1.8 in a unique way. Some communities in other states have been able to use linkage funds, community benefit agreements and other methods to ensure a just transition of land uses that supports the neighborhood identity, affordability and diversity. Further legal and financial research that considers the effectiveness and feasibility of different approaches is needed to implement these concepts in Flagstaff. The Community expressed the importance of further research and partnership work in this area during the 60 day public review.

Goal S 4 focuses on the built environment's overall contribution of compatible materials, scale and patterns in the Southside in support of FRP30 Goals CC.3 and LU.1 and Policies LU10.5, NH1.2, NH.1.5, and NH1.8 by encouraging shopfronts consistent with the existing patterns, and identifying features of compatible frontages and how they are oriented to the street. In the Southside subareas, these goals and policies are further implemented by area-specific direction in policies that identify the scale, pattern, material, uses and intensities that contribute to Regional Plan Area Types of Neighborhood, Activity Center pedestrian sheds and commercial corridors.

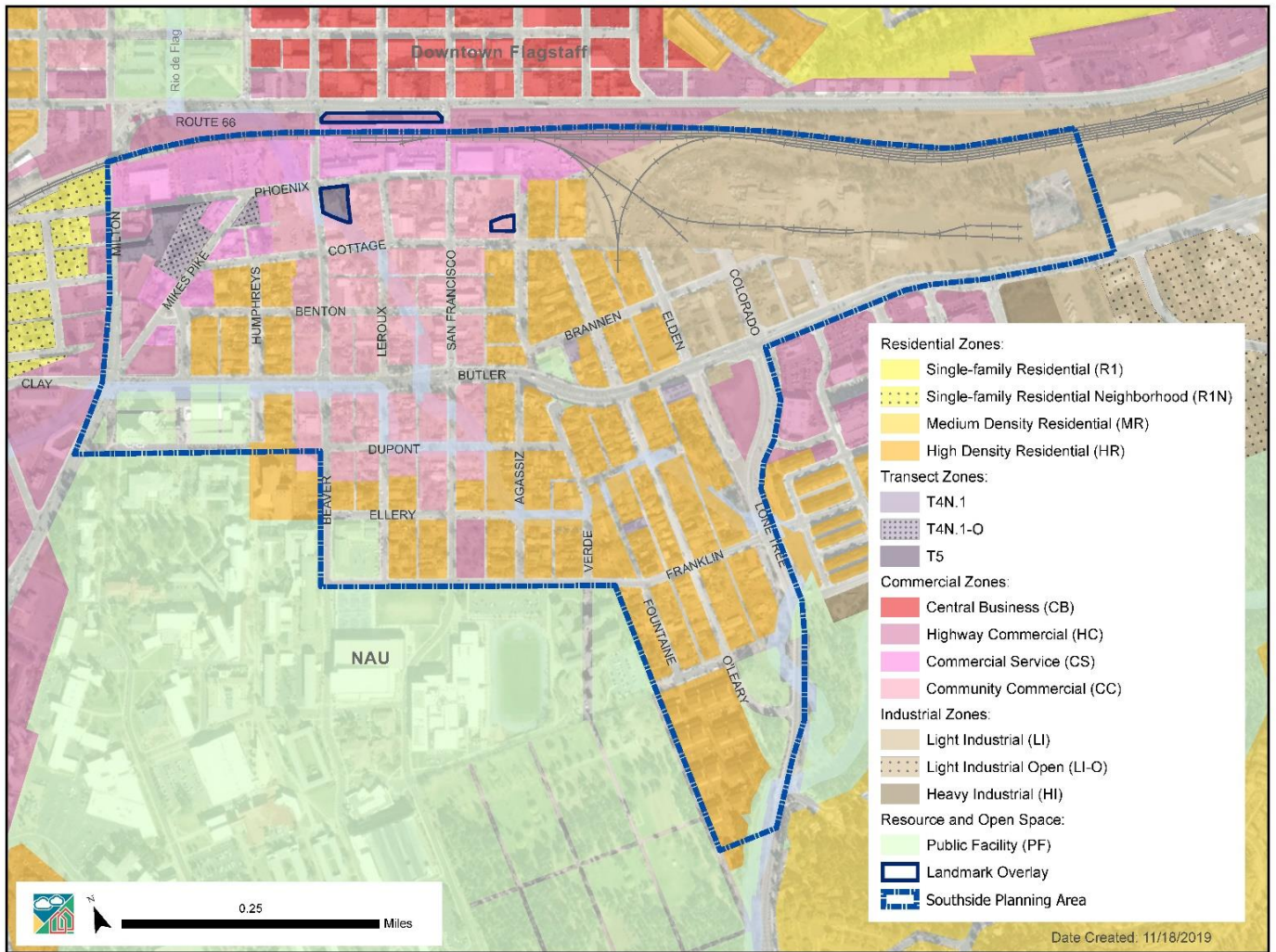
The Southside’s area and place types per the Flagstaff Regional Plan and the High Occupancy Housing Plan (which refined the central activity centers through a recent plan amendment) are Historic Activity Centers, Urban Neighborhoods, and Regional Activity Centers. The activity centers are stretched along several internal and external commercial corridors identified in Chapter 2 of the Specific Plan.

Activity Center and Commercial Core

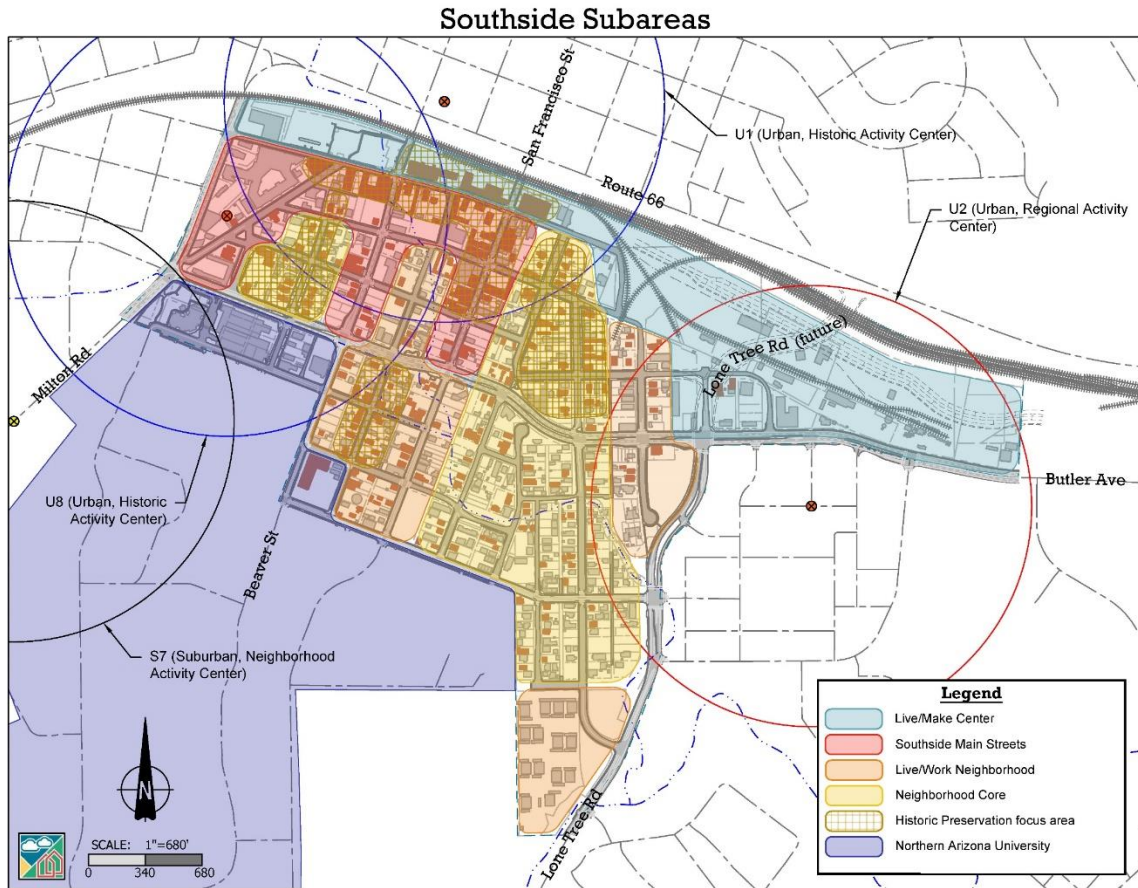


The current zoning for the Southside was developed prior to the identification of area and place types in the Regional Plan and their refinement through the High Occupancy Housing Plan in 2018. The conventional (Non-Transect) zoning requires larger setbacks and site planning elements that makes redevelopment of small lots more difficult. The transect zoning is closer to the distribution of the area and place types but is not calibrated to the built environment of the Southside Historic District. Based on the public feedback from Southside property owners about the current zoning code, and consideration of ways that incremental changes could be made to the existing zoning code, the Specific Plan recommends rescinding the current zoning code for the Southside and implementing a new area specific code with subareas. Therefore, the Specific Plan identifies subareas that have differences in desired character, scale and mix of uses as a framework for these future zoning code changes. In the period before these changes are made, the subareas can still provide information on compatibility and guide rezoning requests within the Specific Plan boundary.

Adopted Zoning



Identifying the subareas also allows a mix of uses and housing types in the neighborhood without allowing everything everywhere. This diversity of the built environment is intended to provide a variety of opportunities for people with different needs for housing and employment. The framework of subareas tied to the FRP30 area and place types will better implement Policy LU.5.6, Policy LU.11.4, and Policy LU.11.6 than the current Zoning Code and other regulations would.



Southside Main Street subarea

In the Specific Plan, the Southside Main Street subarea is identified as the commercial core of the Historic Activity Centers. This means that the urban commercial focus of these areas is maintained while incorporating the importance of historic preservation and the overall goals for the Downtown (LU.11 and LU.12 in the Regional Plan). The commercial core is the most intense part of the historic activity center and the subarea goals and policies support increases in scale and intensity from existing conditions for buildings up to 45 feet in height. It also recommends a more diverse and historically appropriate approach to shopfront design, and mitigations for historic private homes on commercial corridors. It also encourages the integration of light manufacturing and employment uses in the Southside Main Streets as support for small businesses and entrepreneurship and a continuation of the live/work traditions of the neighborhood.

Live/Make Center subarea

The Live/Make Center includes land adjacent to the railroad and the commercial core of the Regional Urban Activity Center that is associated with the Sawmill at Aspen Place, south of Butler Avenue. This is the largest of the three scales of activity center in FRP30. This activity center was relocated as part of the High Occupancy Housing Plan to eliminate its overlap with the Flagstaff Southside Historic District. This activity center provides a unique opportunity to implement FRP30 Goal LU.15, which encourages employment uses in activity centers. However, there is conflicting language in the Regional Plan under the Urban area type characteristics that states “Industrial not appropriate for urban context” The Regional Plan also mis-identifies this area as Existing Suburban area type within an urban activity center, when in fact there are very few suburban characteristics to the current built environment. The land is currently zoned Light Industrial and there are single family cottages intermixed with these manufacturing and distribution businesses that have co-existed for most of the twentieth century.

The Specific Plan therefore proposes an amendment to clarify the direction for this area. First, the amendment proposes that 35.6 acres of Existing Suburban/Future Urban in the Live/Make Center be changed to Existing Employment/Future Urban. It also proposes that the language on Page IX-35 be changed to allow exemptions where industrial uses can be allowed in urban settings via this and future Specific Plans. These amendments do not conflict with any policies in the Regional Plan and they better implement Goals LU.15 and LU.18.

The Live/Make Center also is the most appropriate place in the Community Plan boundary to implement Policy NH.1.4. Policy NH.1.7. which encourage increased densities and student housing developments. SLM 1 and associated policies state this area should evolve into both a housing and entrepreneurial center. The desired outcome of these policies is to absorb the demand for centralized higher density housing, where the impact on historic resources is minimized and while providing for the opportunity to incubate, grow and expand urban manufacturing. The Lone Tree Overpass will be the first of the large-scale structures that may someday be developed in this part of the community and therefore will provide an opportunity to set the tone and the character of the surrounding environment.

Other university communities have been successful in building places of learning, living and entrepreneurship. Strategies that support this subarea include working with NAU to make research, arts and sciences a central component of the placemaking that this area could support. Though this idea is new to Flagstaff and requires new programming for the City, it generated a lot of positive public comments during the 60-day public review. The public generated many ideas about placemaking, support for small businesses and the need for realistic market expectations that will support implementing FRP30 Goals ED.4 and CC.5. Specifically, SLM 1.4, SLM 1.8 and SLM 1.9 support these goals and their implementation in this subarea.

Live/Work Neighborhood subarea

The Live/Work Neighborhood subarea is the pedestrian shed for both the Live/ Make Center and the Southside Main Streets. Even though the Regional Plan identifies a quarter mile circle as a pedestrian shed, the plan allows for pedestrian sheds to be refined (either expanded or reduced for barriers and

other features) in Specific Plans.² In the case of these urban activity centers (historic and regional-scale), the commercial cores of the activity centers are larger than a typical suburban activity center and the pedestrian shed is a smaller transition area. This pattern was also identified in the La Plaza Vieja Neighborhood Specific Plan, which interacts with the same historic Urban Activity Center as the west side of the Southside. This pattern is sensible because the smaller lot sizes and higher densities of the urban neighborhoods are closer in density and intensity to a Suburban apartment complex than to a single-family neighborhood such as University Heights or Country Club. The scale of the buildings however is smaller because on-street parking, lower on-site parking requirements, and narrower streets are part of the historic patterns. These different site planning factors account for why a small lot was able to be built at a medium and high density without going over one or two stories in height. The Live/Work Neighborhood subarea is therefore a combination of the commercial parking and character of the activity centers with middle scale housing that can serve employers and property owners with opportunities for diversified income sources and work force housing. As stated in SLW 1, the objective is not to replace single family homes in this subarea but to preserve them and expand economic opportunities for property owners and residents in a manner that promotes a live/work environment. SLW 1.1, SLW 1.2, SLW 1.4 and SLW 1.5 provide the details on how the built environment can be developed in a manner that meets these objectives.

Neighborhood Core subarea

The Neighborhood Core subarea corresponds to the highest concentrations of historic single-family homes in the Flagstaff Southside Historic District and the areas where the community members most emphasized the “neighborhood” feel of streets and residences in the community outreach process. In the Regional Plan this area corresponds to the Urban Neighborhood area and place type. Goal SNC 1 works in concert with Goal S 1 under Heritage Preservation to preserve the integrity of the historic district. The historic patterns of residential lots in the Southside are not well represented in the building types identified in the Zoning Code. While the single family cottage is the primary building type on most lots there are typically a variety of accessory structures that provide “hidden” units and density to the neighborhood. In fact, most of the historic residential lots are also nonconforming with the conventional zoning standards because they have more density than is allowed by the High Density Residential (HR) zoning on a small lot. This regulatory issue disincentivizes the preservation of these historic structures and makes them unable to be restored and reoccupied if they are vacated. The Community Development counter also frequently has questions from property owners that want to add one unit, such as an Accessory Dwelling Unit (ADU) in a manner similar to surrounding lots and are unable to do so. The inability to let smaller property owners incrementally increase their financial investment in their properties can unintentionally incentivize lot consolidation which has been a threat to maintaining the historic character over the last few years. The policies under SNC 1 are intended make it easier to increase the intensity on the neighborhood core lots by a small amount in a way that allows the primary historic structures to be maintained and allows small property owners to receive a return on their investment without having to sell their property.

Likewise, the Neighborhood Core would seek to relieve restrictions on small commercial spaces that currently exist under the HR zoning. This allows smaller scale development to still serve the pedestrian

² Policy LU.18.15. Actual pedestrian-shed boundaries will be established considering opportunities and constraints posed by natural and man-made barriers like terrain or the interstate, road networks, and existing development patterns.

shed functions and to better meet the description of an urban neighborhood found on page IX-35 in the Regional Plan.

Business and Live/Work Community

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Policy LU.6.1. Consider a variety of housing types and employment options when planning new development and redevelopment projects.

Policy LU.11.5. Encourage adaptive re-use of historic structures for a variety of commercial spaces and housing options.

Policy LU.15.2. Consider the compatible integration of residential uses and proposed employment centers to reduce vehicle trips and commute times.

Policy LU.18.2. Strive for activity centers and corridors that are characterized by contextual and distinctive identities, derived from history, environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high-quality design.

Policy ED.3.2. Strengthen the arts, culture, and education sectors as important economic drivers in the community.

Policy ED.3.6. Foster entrepreneurialism and start-up businesses with incubator and accelerator programs in sectors that demonstrate considerable growth potential.

As discussed under Growth and Change, businesses and entrepreneurship are foundational values of the Southside. Historically, there were a variety of restaurants, services and retail scattered throughout the community and not just on the main corridors. This allowed for businesses to incubate in the residential areas and for properties to supplement their income without having to gather the capital to invest in a commercial storefront. The Southside subareas and the Business and Live/Work goals and policies are intended to create a diversity of opportunities for new and existing businesses to start and expand in the Southside, while providing for housing and the integration of the community's cultural heritage.

Goal S 5 promotes reintegration of a wider variety of commercial and light industrial uses into the Southside Main Street and the Live/Make Center subareas (LU.15.2, LU 18.2, ED.3.6). It supports adaptive reuse in the historic areas and job production and housing in the activity center. The goal also supports businesses throughout the Live/Work Neighborhood and Neighborhood Core that are for everyday needs and services at a smaller scale.

Goal S 6 promotes arts, culture and creativity that the business owners stated is important to their businesses and the sense of place that the Southside represents (ED.3.2). This goal also recommends adaptive re-use in order to keep the diversity of business ownership, incubation potential and historic resources thriving (LU.11.5) This goal also considers that some services are lacking in the neighborhood's current mix of commercial uses including child care and medical services, and encourages their addition to this central neighborhood.

Public and Community Spaces

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal CC.5. Support and promote art, science, and education resources for all to experience.

Policy LU.10.9. Civic spaces must be well designed, accessible, and central to the urban fabric.

Policy LU.11.7. Include new and improved civic buildings and civic spaces into downtown redevelopment strategies.

Policy LU.12.1. Invest in downtown's streets and sidewalks so that they remain Flagstaff's premiere public spaces.

Policy LU.18.2. Strive for activity centers and corridors that are characterized by contextual and distinctive identities, derived from history, environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high-quality design.

Policy PF.2.4. Support quality civic design for all public facilities.

Policy NH.1.6. New development, especially on the periphery, will contribute to completing neighborhoods, including interconnecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features.

The richest topic from public involvement in the Southside is what it has meant for a neighborhood that once thrived with families to lose all of its schools and public park space. Conversations around this topic were often tinged with grief and longing for what losing those places felt like for a community. Another theme of this public comment was the loss of culture and heritage felt as a result of both demographic changes in the neighborhood, and the loss of families that have moved out of the neighborhood. When we engaged in storytelling with the community, stories of gatherings at the South Beaver School and Our Lady of Guadalupe were told often and by many people. As evidenced by the efforts undertaken to preserve the Murdoch Center, the importance of these gathering places to the community is expressed by many.

In the plan, there are three goals for public and community spaces and five conceptual park illustrations that were included in Chapter 5. The City and partners are not likely to be able to deliver all five of these concepts easily, but they illustrate the kind of park and gathering place ideas that sparked interest, curiosity and creativity in the public. Goal S 7 talks about giving all residents a walkable green space or park to enjoy. The illustrations are examples of City-property on which that goal could be met with collaboration and good design. These goals, policies and illustrations support Regional Plan Goals LU.10.9 and LU.11.7.

Regional Plan Goal CC.5, LU.12.1 and PF.2.4 are supported in Goals S 8 and S 9. Goals S 8 and S 9 talk about integrations of history, art and culture and the ability to provide improved gathering and event space. These goals and policies also support tactical and creative placemaking on streets to encourage safety and promote the business and Live/Work atmosphere of the community.

Parking

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Policy CC.4.4. Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.

Policy LU.10.2. Support on-street parking, shared lots, and parking structures.

Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown's status as the best-served and most accessible location in the region.

Policy T.3.4. Actively manage parking, including cost and supply, to support land use, transportation, and economic development goals.

Parking in neighborhoods that were built before World War II is often a contentious and complicated issue for cities to address. Cars were not owned by most households and sites for residential and commercial uses were not designed around the car the way suburban sites were. At the same time, these differences are the reason these neighborhoods are walkable and desirable from a business and sustainability standpoint.

Resolving these longstanding parking concerns requires both long term design solutions like completing curbs and gutters to delineate the right of way, and short term ones like painting the travel lanes or installing signs (S 10.3 and CC.4.4). The Plan also highlights under Goal S 10 policies that continue current practices that the Southside residents believe are effective such as allowing students to purchase overnight parking on campus even if they live off campus (LU.10.2, T.3.4). Overall, partnerships and communication will be the key to implementing all of these policies.

Flagstaff has implemented parking management for its central core in the last few years. As part of the Southside Plan process, parking issues were evaluated with ParkFlag on a street by street basis and, the new system of residential parking management was challenged, tested, and implemented on new streets (T.3.4). Through working with the neighborhood to implement the system where we could, a few issues that need additional attention were identified. Goal S 11 talks about the need to expand handicap parking and the need for commercial lots to serve customers from a central location (LU.12). It also talks about the need to ensure that new high occupancy development addresses the increased need for parking of those developments. The latter is a general policy but the implementation of how to adjust the Zoning Code is already in process based on the recommendations of the High Occupancy Housing Plan.

Transportation

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Policy CC.4.4. Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.

Policy LU.10.7. Invest in infrastructure and right-of-way enhancements that favor the pedestrian and transit as an incentive for private investment in urban neighborhoods and activity centers.

Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.

Policy T.1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.

Policy T.1.3. Transportation systems are consistent with the place type and needs of people.

Policy T.1.6. Provide and promote strategies that increase alternate modes of travel and demand for vehicular travel to reduce peak period traffic.

Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals

Policy T.2.1. Design infrastructure to provide safe and efficient movement of vehicles, bicycles, and pedestrians.

Policy T.3.3. Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.

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

Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.

Policy T.6.6. Integrate policies to increase bicycling and meet the needs of bicyclists into all relevant plans, policies, studies, strategies, and regulations.

Policy T.7.2. Provide public transit centers and options that are effectively distributed throughout the region to increase access to public transit.

Policy T.8.2. Maintain the road and street classification system that is based on context, function, type, use, and visual quality.

Policy T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life while maintaining traffic safety.

Policy T.8.6. Maintain the City's street infrastructure in a cost effective manner to ensure the safety and convenience of all users.

Policy T.9.2. Promote Amtrak service and support opportunities for interregional passenger rail service.

Policy T.11.3. Include and involve all segments of the population, including those potentially underrepresented such as the elderly, low-income, and minorities (see Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Environmental Justice).

The transportation system in and through the Southside is important to both the walkability of the community and the regional transportation system. Southside residents describe their neighborhood as central, vibrant, walkable and transit friendly. While businesses recognize that vehicle traffic is also important to their business's viability. In addition, the improvements approved by voters in 2018 to South Lone Tree Road, will bring changes to the local transportation system. The Plan provides guidance for these existing and future conditions through three goals that focus on bicycle and pedestrian safety, the Downtown Connection Center (transit), and Complete Streets.

Under Goal S 12, the plan provides guidance for completing the network of bicycle and pedestrian connections, including bicycle improvements on and across Butler Ave. (T.1.3, T.1.6, T.6.6, T.6.8), discouraging speeding (T.8.3), increasing pedestrian comfort (T.2.1, T.3.3, T.4), consideration of pedestrian movement and nearby transportation impacts in the design of Lone Tree Road (CC.4.4, T.1.3, T.2.1, T.8.2, T.11.3). The objective of all of these policies is that the City's transportation projects recognize the importance of walkability in this neighborhood for residents, business patrons and the overall economic viability and sustainability of the community without sacrificing the ability to meet the regional transportation needs that the Lone Tree Improvements and potential improvements to Milton Road that ADOT may propose could provide. As we are in a time of regional transportation planning and infrastructure investment in and around the Southside, this acknowledgement of the public comments in these contemporary planning efforts is particularly important. There are many unknowns surrounding these major investments and so the goals, policies and illustrations had to be balanced between being general enough to have a clear intent if new challenges are discovered and specific enough that what was important to the community at this time is not lost.

Goal S 13 recognizes the importance and function of Mountain Line's Downtown Connection Center. There were very few negative comments about having a transit center in its current location. Most comments focused on the safety of the facility and that it adds vibrancy and transportation choices to the neighborhood that are appreciated by residents. It also provides employment opportunities and supports nearby businesses. It provides a complete and vibrant activity center to the Downtown and Five Points areas that is critical to the community. These features without any changes support LU.18.5 and T.7.2. Mountain Line is currently engaged in redesigning the DCC to increase its operational efficiency and to address neighborhood concerns. This plan includes consideration of how other complimentary transportation services could be provided on the site including, bike sharing, parking garages and possibly Amtrak (T.6.8, T.9.2). The Southside Plan encourages this integrative thinking and includes consideration of how the interface between Phoenix Avenue and the Downtown Connection Center could be integrated and beautified for the benefit of all.

Goal S 14 reiterates one of the most important transportation goals in the Regional Plan, Policy T.1.2 which supports Complete Streets. The US Department of Transportation describes Complete Streets as "streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders." The Concept varies by context and can be accomplished in many ways. Goal T.4 and Policies CC.4.4, T.1.3, T.3.3, and T.8.6 all reiterate these principles. The practice of Complete Streets in the Southside is more complex than providing curb, gutter, sidewalk and pavement of sufficient width that meets a similar standard everywhere. Road widths and right of way conditions are highly variable as described in Chapter 2 of the Plan and the Site and Area Analysis.

The policies under Goal S 14 and the strategies in Chapter 5 are written to address the unique scenarios presented in the Southside so that there is more predictability in terms of process for property owners, and staff even if the outcomes vary. This goal also recognizes that solid waste and parking in the commercial corridors of the Southside need to be improved to provide these services when roads are too narrow to accommodate them and the complete street transportation functions. A good example is the trash cans in the bike lane on Butler Ave. This is currently the only feasible way to provide efficient solid waste service to these properties. However, alley improvements could allow the City to improve the safety of this service and eliminate the conflict with bicycles.

Flooding and Other Hazards

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal WR.5. Manage watersheds and stormwater to address flooding concerns, water quality, environmental protections, and rainwater harvesting.

Goal PF.1. Work across all government operations and services to prepare for the impacts of natural and human-caused hazards.

Policy PF.3.4. Maintain emergency management operations to protect life and property during disaster events in natural hazard areas and built environments.

The Southside community has been one of the most heavily impacted areas for flooding for the last 100 years in the City of Flagstaff. This is not the only hazard that the neighborhood may experience but it is a significant one, due to its frequency and cost to property owners. The cost of flood insurance and the additional regulations that come with floodplain regulation has also been burdensome. The Southside Plan addresses this important issue by looking at the three elements laid out in the Regional Plan goals and policies listed above: directly addressing flooding, addressing indirect impacts occurring during before and after emergencies, and preparing the public in the Southside for effective emergency operations. Goals S 15 and S 16 of the Southside Plan include mitigating localized flooding, addressing regional flooding, minimizing displacement after the floodplain removal, providing education and increasing preparedness activities in the neighborhood. This plan does not guarantee that the City will always be able to maintain a very high level of all of these activities but it provides a toolbox that is based on the learning of staff and community through this process to provide future support in a manner that is effective and addresses the most pressing community issues.

Public Safety

Flagstaff Regional Plan 2030 Relevant Goals and Policies

Goal PF.3. Provide high-quality emergency response and public safety services including law enforcement, fire, medical, and ambulance transport service.

The Regional Plan's goal to provide high quality emergency response and public safety has several components needed to achieve it. Government is responsible for providing staffing, resources, access and enforcement through police, fire, courts, and public health services. However, the built environment and the community's support can increase the health of those who live here and support safer community spaces. The Southside public often commented on the need for enforcement and police presence and concerns that new public spaces would be unsafe or unmonitored. Enforcement however, is the most expensive and least effective form of crime prevention according to the Police Department. It is an action that is necessary in many cases but through research and experience, the Police Department and Community Development have recognized that the design and passive surveillance (or "eyes on the street") can be a more cost effective and collaborative way to address public safety. Goal S 17 and associated policies recommend incorporation of principles that stem from the Crime Prevention Through Environmental Design Principles and are supported by strategies to create community consciousness and participation in the safety of all and a built environment that supports that outcome. Enforcement, resources and training will continue to be a community-wide

effort that includes strategies that take into account the constitutional rights of everyone and their safety.

Conflicting Goals and Policies

No conflicting goals and policies related to the Southside Community Specific Plan were identified.

Anticipated Impacts

Regional Plan Amendment

The changes of 35.6 acres in the Regional Plan from Existing Suburban to Existing Employment will have minimal impacts to the assumptions of the Flagstaff Regional Plan 2030. Over the last few years there has been a loss of 36.5 acres of Employment area type on McMillan Mesa that was redistributed to the Parks and Open Space area type in 2018. This adjustment to the plan restores that acreage to the regional job/housing balance and puts it in a viable location for similar uses because neither location was an excellent location for trucking or heavy industrial uses. This location is more likely to serve manufacturing than offices and medical than the McMillan Mesa because of its rail access.

Because this area was already part of a Regional Urban Activity Center, there is not expected change to the regional transportation models assumptions based on this change in area type.

Southside Community Specific Plan

The Southside Community Specific Plan is designed to implement the *Flagstaff Regional Plan 2030*, and therefore, has impacts that fall within the range predicted by *FRP30* in terms of populations, economic impact, natural resources, and transportation. *FRP30's* Future Growth Illustration was built on land use assumptions that showed how the City might build out to a population of approximately 150,000 residents and 70,000 jobs. Even though this assumption means a doubling of the population, it still did not represent a maximum build out of all zoning entitlements.

The following subject matter impact assessments are qualitative in nature because of the programmatic nature of the plan and because the outcomes may vary based on the consideration of specific sites and a variety of other social, economic and environmental factors. When regulations and projects implementing this plan are brought forward, their impacts will be analyzed in staff reports and other required analysis.

This assessment of impacts does not include analysis of the direct and indirect impacts of the Lone Tree Overpass or the Lone Tree corridor widening but the influence that the plan may have on the implementation of those projects and impacts that might be mitigated through the implementation of the Plan.

Social and Economic Impacts

The impacts of the Southside Plan on the built environment of the Southside are demonstrated in Chapter 4 of the Plan. The proposed plan will not prevent increasing densities in the neighborhood but new design guidelines will be needed to ensure compatibility. The objective of the strategy to fully revise the zoning code is to provide a bundle of property rights that is roughly the same economically but that does a better job of protecting the existing character and the comfort and quality of life for existing residents and for those moving into the neighborhood for the opportunity to live and work in a historic home.

There is often confusion for property owners about what they can do with their existing property rights. The majority of lots in the Southside can only support 2 to 3 dwelling units under the existing zoning even though the maximum density and building height of their zoning seem much height. This is because the lot sizes are small and the Site Plan standards of the zoning code require them to accommodate parking and other features such as stormwater retention on site. The Live/Work Neighborhood and Neighborhood Core subareas if fully adopted in new zoning categories could help all property owners maximize the economic potential of their property through incremental changes and therefore allow more property owners to stay without selling to a better capitalized developer. New zoning in both of these areas could allow more small commercial spaces to be a part of these properties, which is more in keeping with the traditional land use pattern and would allow for a greater diversity of economic opportunities for tenant's and property owners.

As demonstrated by the new Flag Town Lofts at the corner of E. Benton St. And S. San Francisco St., even smaller commercially zoned lots in the Southside cannot typically achieve the maximum height and density of the underlying zone. Retaining the zoning standards that exceed the site potential, even when they are not achievable, can encourage lot consolidation, encourage displacement of residents and gentrification, and disincentivize historic preservation and result in a loss of the community's unique character. Some larger lots exist in the Southside Main Streets subarea, where zoning can be built out to a larger scale. The development of these lots has the potential to drastically impact the character of the neighborhood. The concept plan demonstrates that design standards could be changed to achieve better outcomes in larger buildings.

The Live/Make Center is an area with few existing residents. There are residential properties that the City will purchase as part of the construction of this facility and will not be displaced due to the proposals of the Southside Plan. The objective of the Live/Make Center is to change the policy for this area, which currently discourages the existing industrial uses and encourages larger buildings, to create an area with a unique character that incorporates both and meets an unmet demand for urban industrial spaces and small scale manufacturing. Industrial land is in limited supply in the City of Flagstaff. Changing this policy allows the City to retain employment producing land in an area while allowing for a transition to provide more housing where it is in demand. The plan also provides guidance on mitigating the impacts of the overpass on the community and provides for placemaking and the creation of public space to be maximized when the overpass is completed.

Housing affordability

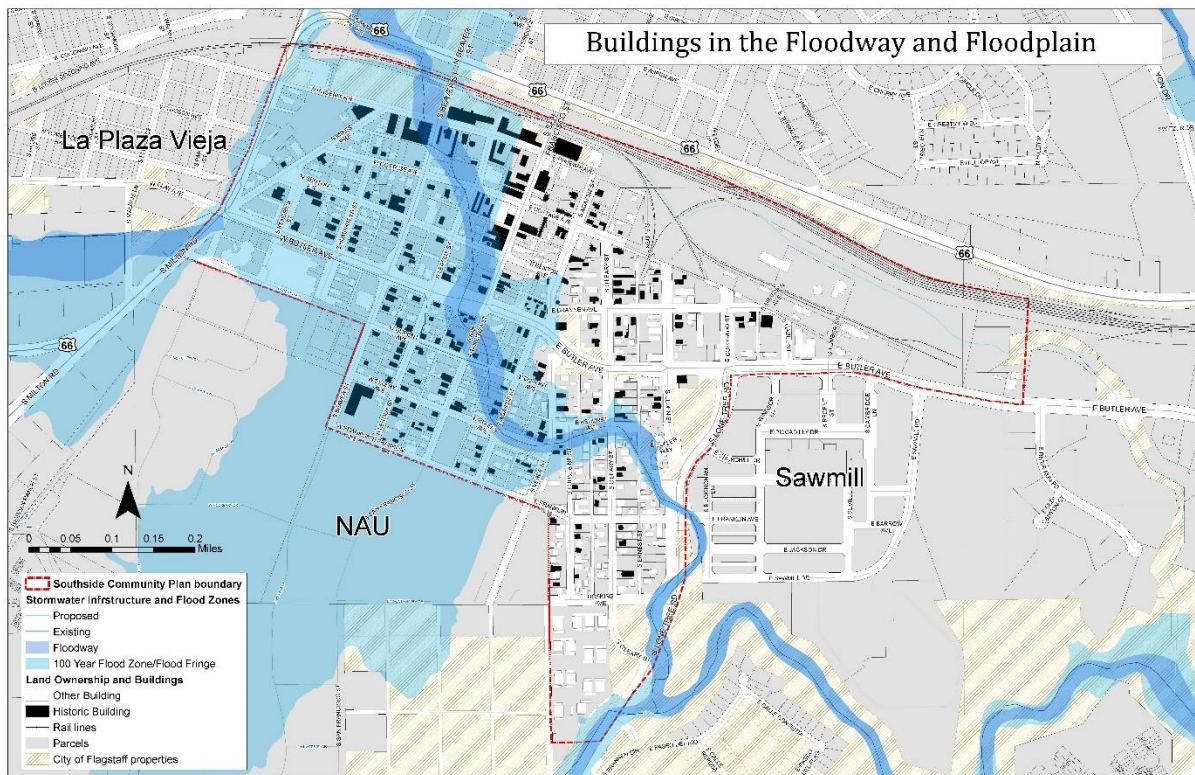
The Southside Plan identifies several potential locations for the City to provide small amounts of affordable housing within the neighborhood in the concept plan (Chapter 4). There are many factors affecting housing affordability discussed in the plan: preservation of existing housing stock and adaptive reuse, homeowner education and grant support, and consideration of displacement when developing policies in changing market conditions. It is difficult to depict impacts related to this topic as larger economic and market conditions may have a larger effect than neighborhood policies but the intent is set to maintain affordability and limit displacement, when it is within the City's authority to do so.

Proposition 207

Proposition 207 was passed by State ballot initiative in 2006 (ARS 12-1134). It is by title an eminent domain law. Eminent domain is the power of the government to take private property for public use or redevelopment. Proposition 207 redefined the rights of a property owner in addition to their existing

statutory and constitutional rights. when the state or a local government exercises this power. Proposition 207 requires local governments to compensate a private property owner if the value of a person's property is reduced by the enactment of a land use law. A land use law regulates the use or division of land, such as municipal zoning laws. Compensation is an expensive option for local governments in many cases.

The enactment of a Specific Plan by resolution does not constitute a land use law because it is not an action that changes zoning or other entitlements as stated in Chapter 1 of the Southside Plan. However, in order to achieve the goals and outcomes the community has described and endorsed, changes to the Zoning Code will be necessary. There is not enough consensus among property owners to assume waivers will not be requested after these future actions. However, there are several factors that encourage the City to proceed with caution.



First, due to the size of the underlying parcels and floodway and floodplain restrictions, most parcels in the Southside cannot achieve the maximum mass, bulk, and scale described in their applicable zoning category. 53 buildings are in the floodway which allows no expansion of the building footprint and massing and no reconstruction and hundreds of buildings are located in the floodplain which has limits to substantial improvements and requirements for floodproofing new construction. Based on recent site plan submittals and scenario based illustrations, lots smaller than 25,000 square feet cannot achieve site design and parking standards necessary to construct a 60 foot building or create structured parking. In most cases, a 45 or 50 foot building is the tallest achievable height when accounting for site conditions. Therefore, for most properties lowering the building height on paper will have no or little measurable impact on their true property potential or value.

Second, historic preservation overlays have been demonstrated to have a positive impact on property values. In Flagstaff, the Townsite neighborhood which has an overlay that restricts building heights and applies site design standards specific to the area demonstrated this effect. It is one of the highest value per square foot neighborhoods in the City. During the last recession, this neighborhood had the lowest drop in property values and rebounded the quickest of any neighborhood in Flagstaff. Therefore, an argument that historic overlay or design standards and guidelines enacted to preserve the historic character of an area reduces property values is unlikely to have merit in most circumstances.

Third, There are enough property owners who are dissatisfied with the zoning that currently exists in the Southside that an entirely new zoning category that they were able to better understand, that was designed for the unique circumstances of the community, and that they could actively participate in developing could have enough public support to proceed even if there are some Prop207 issues. The City would need to ensure a robust public participation strategy for these new zoning categories to ensure that they better meet the needs of property owners and implement the goals and objectives of the proposed Southside Plan. Hopefully, the City will be able to creatively and effectively rethink the zoning categories, so the benefit of the new categories outweighs the benefits of the old ones. These changes are unlikely to make everyone happy, and this was discussed with stakeholders and property owners as the zoning code proposal was considered and evolved. The feedback received from the majority of participants was in the end that it would be better to get some of what the community wants, then to keep doing the same thing and hope it will turn out differently.

How much risk the City takes on due to Proposition 207 will be an ongoing issue for all future land use planning that the City undertakes. The City Council will ultimately decide on the way to implement the community desires and the policies adopted through this process when ordinances and projects are considered in the future.

Anticipated Recession

In the short term, the Southside Plan is not a vehicle for economic stimulus, and limited funding due to the COVID-19 pandemic and the recession will delay implementation of capital projects outlined in the document. However, the revitalization of the Southside would benefit from reduced parking requirements for adaptive reuse, broadening allowed land uses, reducing the height of the first floor on new commercial block buildings, a stronger connection to downtown's businesses, and mechanisms for improvement funding and new marketing.

Transportation

The Transportation goals and policies of the Southside Community Plan would increase safety and improve the condition of streets and transportation system in the Southside. These outcomes are in keeping with the impacts expected by FRP30.

The illustrations and strategies identified in the Southside Plan are currently not funded or listed on any capital improvement plan for the City. This is typical of new specific plans. From this point forward, the Capital program will add these items to the unfunded list and consider ways of funding and carrying out these projects including applications for grants that may be appropriate.

Parking

The Southside Plan proposes some increases to residential on-site parking requirements for new development. It is likely that these policies will be met by the parking adjustments proposed with the High Occupancy Housing Zoning Code amendments.

Impacts on public and on-street parking are guided by both the ParkFlag program, current Traffic Engineering and Streets management, and some additional guidance from this document. The biggest impact would be to use the plan as a tool for identifying opportunities for new parking locations that can be shared throughout the neighborhood to meet the needs of different segments of the population. The planning process included the opportunity to work with property owners to begin implementing many of the existing programs to great success and continued outreach is an important strategy to continuing the progress made.

Water Services

There is no impact expected to water and sewer services as a result of the Southside Plan.

Stormwater impacts will be dependent on the completion of the Rio de Flag Flood control project. Appendix B of the Plan describes how goals, policies, concept plans and strategies would vary based on the scenarios that could apply to the future of the existing drainage through the Southside.

Under *Scenario 1: The Floodplain remains in the Current Location*, implementation of the goals and policies necessitate additional active management, design, studies and/or permits, or would work against financial realities. New construction would need to exist above the floodplain and would therefore be more difficult to match the surrounding character of buildings built before current floodplain rules. Individual property owners cannot build something small in their backyard, or onto the side of the house if in a floodplain, so it becomes more appealing to tear-down and build something new that is raised above the floodplain. Larger projects have a greater capacity to overcome floodplain requirements financially, therefore disincentivizing multiple separate small-scale projects by multiple property owners. Changing topography or adding obstructions (to create a trail, park, curb, sidewalk, or bridge) in a floodway would require a study that demonstrates a lack of impact to the flood elevation and a 404 permit from the U.S. Army Corps of Engineers that demonstrates steps taken for avoidance of any negative impacts. Parking cannot be overnight in the Floodway and must be constrained or attended in the flood fringe if the floodwater is mapped deeper than one foot. This scenario would raise the cost of redevelopment for private property owners and make it more difficult to mitigate risk to their properties.

Under *Scenario 2, The Floodplain is Remapped and its Current Location is identified as local drainage*, remapping of the floodplain will remove most but not all flood hazards in the neighborhood. Once these hazards are remapped and identified a new workplan that identifies the localized hazards, and possible means of mitigating those hazards. Once a workplan is prepared, it will need to be prioritized in the City-wide process for the allocation of stormwater funds before projects can be constructed. The extent of these issues is unknown at this time but their existence and persistence after completion of the flood control project was discussed with the public throughout the planning process. Under this scenario, most property owners would have reduced risk of flooding and the goals and policies of the plan would focus on preventing displacement through adaptive reuse incentives and education

Solid Waste

Solid waste services would be improved by improved alleys and consolidated trash pick up for areas where space along the front of the property is limited. safety of cyclists can be improved by eliminating the conflict between bicycle lanes and trash receptacles along Butler Avenue.

Police and Fire

Police levels of service will be improved by a built environment that better support crime prevention via strategically improved lighting, partnerships to address nightlife, and the management of public lands to provide clear lines of sight and passive surveillance of the public realm.

Fire prevention and access for fire trucks will be improved through completing streets and allowing for managed parking that does not impede their access to occupied spaces.

Schools

There will be no impact to schools or school age children demographics as a result of the Southside Plan.

Attachment A: Proposed Regional Plan Amendment

The Southside Community Plan has also identified the need for an amendment to the Regional Plan’s Future Growth Illustration in the area types within the *U2 Regional Activity Center*. Public input indicated no desire to introduce a suburban development pattern to this area despite it being displayed as *Existing Suburban*. In fact, the current land use pattern is primarily Industrial due to the Light Industrial zoning district. Community feedback showed the desired development pattern as a mix of “Urban” and “Employment” area types. Therefore, a map amendment is proposed to change 35.6 acres of *Existing Suburban* within the Southside Community Plan area with *Future Urban* and *Existing Employment* area types.

A text amendment is also proposed to page IX-35 in the Regional Plan next to the row heading “Employment” to change the statement “Industrial not appropriate for urban context” to “Industrial not appropriate for urban context unless allowed by a specific plan.”

Current Text Page IX-35

Commercial	Commercial development is to be located within activity centers and along corridors.
Public/ Institutional	As part of mixed-use development – vertical preferred. Make easily accessible to urban neighborhood and connected with transit and FUTS.
Employment	Industrial not appropriate for urban context. Research and Development offices, medical, services, professional offices, retail, hotel, and restaurants as part of urban form and within mixed-use development.

Proposed Text Page IX-35

Commercial	Commercial development is to be located within activity centers and along corridors.
Public/ Institutional	As part of mixed-use development – vertical preferred. Make easily accessible to urban neighborhood and connected with transit and FUTS.
Employment	Industrial not appropriate for urban context <u>unless allowed by a specific plan.</u> Research and Development offices, medical, services, professional offices, retail, hotel, and restaurants as part of urban form and within mixed-use development.

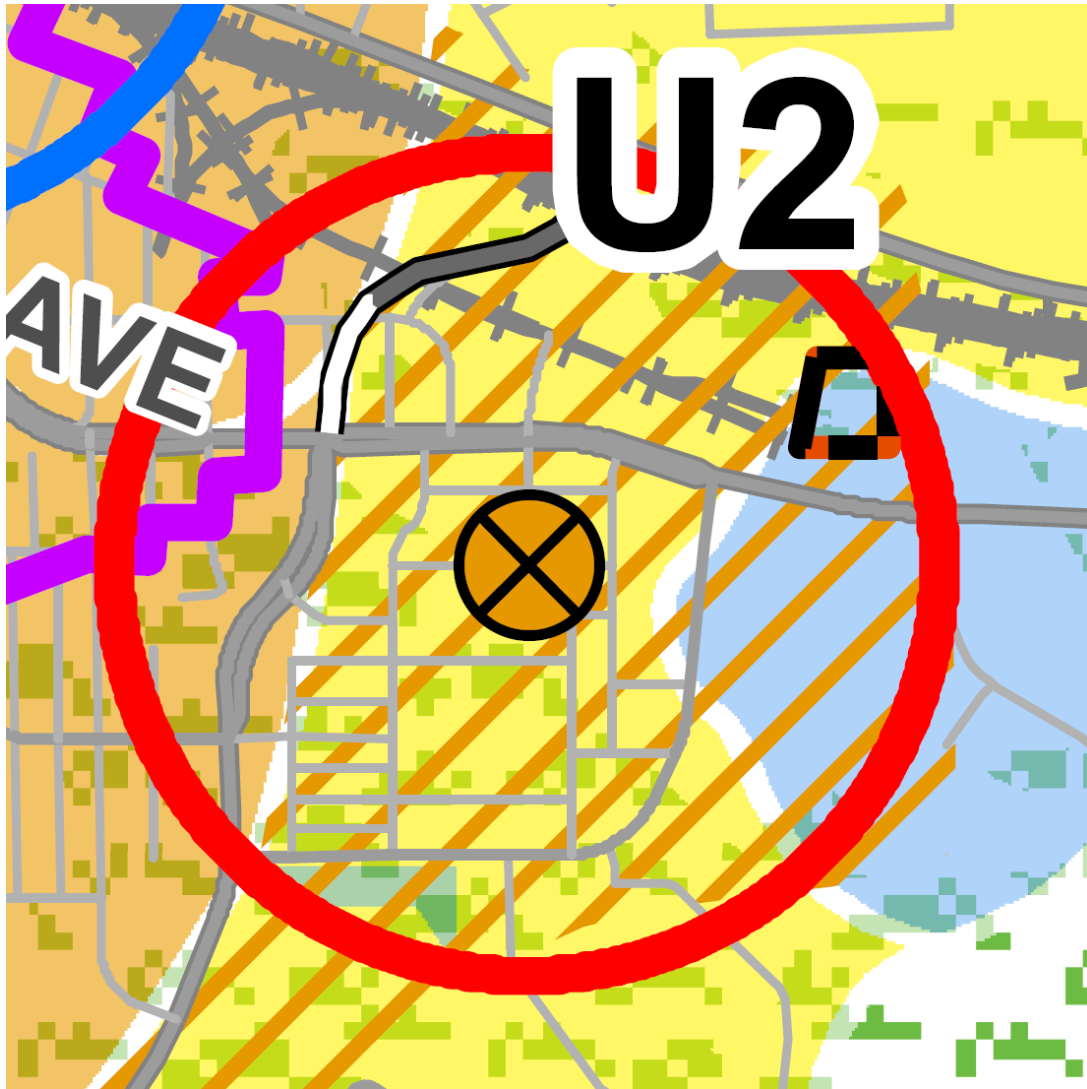


Figure 1: Current Future Growth Illustration

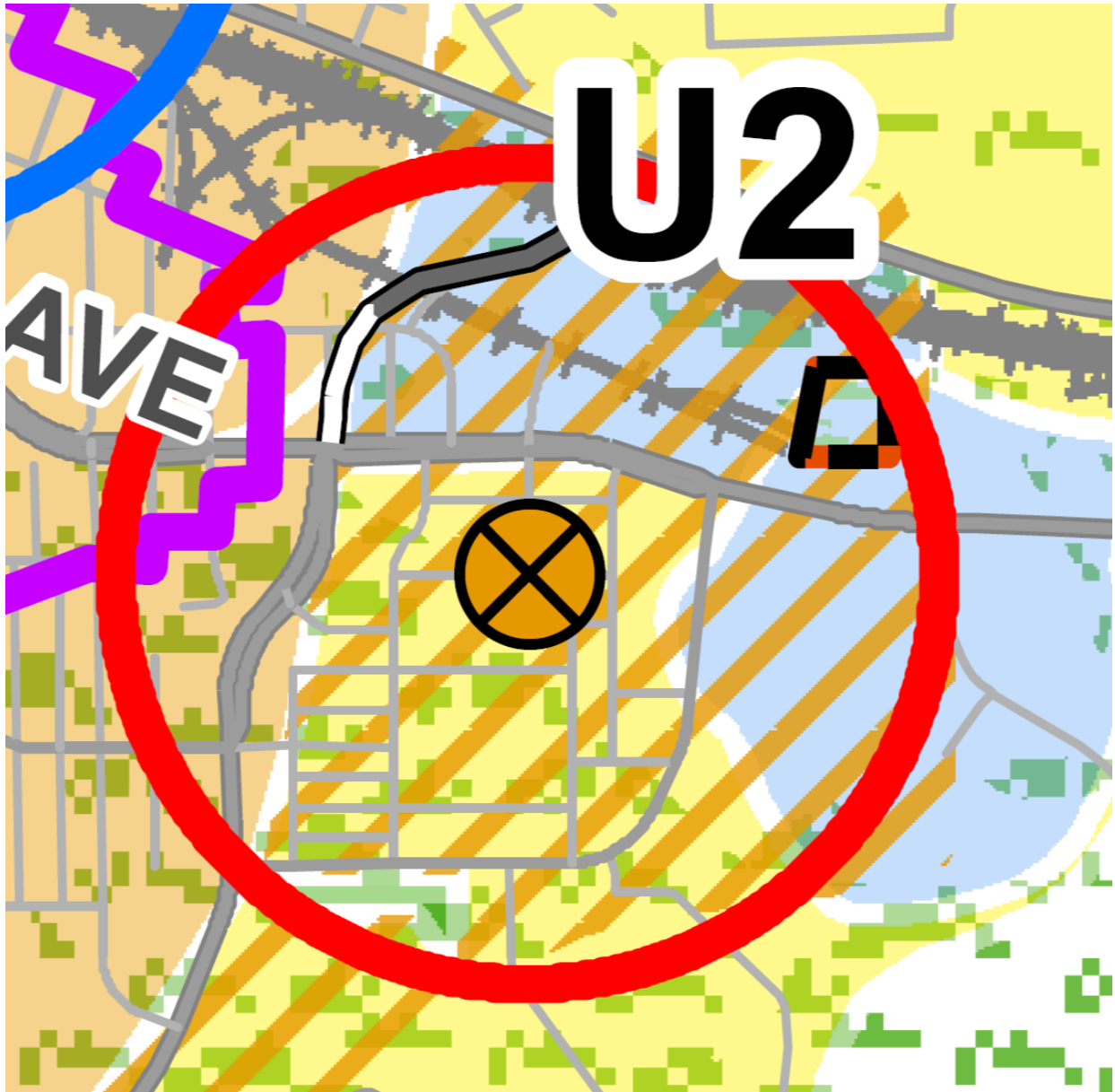


Figure 2: Proposed Future Growth Illustration

These amendments will be incorporated into the table in Chapter XVI: Plan Amendments along with the adoption of the Specific Plan by reference.