

FLAGSTAFF DOWNTOWN VISION AND ACTION PLAN DRAFT PLAN 2023 STATUS UPDATE



Historic Preservation Commission December 20, 2023



WHERE WE ARE

- ❑ **Plan process kicked off amidst Covid-19 Pandemic (2020) – but we kept going!**
- ❑ **Draft Plan was presented to FDBA Board last in May 2021, but went on hold and was not adopted**
- ❑ **2023 Restart initiated in August – update plan to respond to current conditions:**
 - ❑ **Coordination with Regional Plan 2045 underway**
 - ❑ **Coordination with Active Transportation Master Plan (Adopted November 2022)**
 - ❑ **Hospital relocation in flux**
 - ❑ **Pandemic now in past, update plan to reflect language**
 - ❑ **Housing and Climate emergencies**
- ❑ **Anticipate Final Plan and Approval Process by end of 2023**

KEY POLICY RECOMMENDATIONS

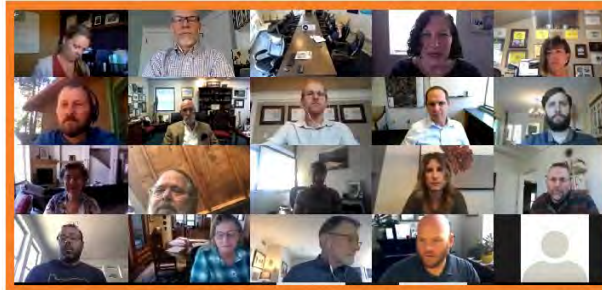
- ❑ Promote Downtown Flagstaff to be the **hub of economic activity and innovation** for the region.
- ❑ **Preserve and protect the historic core** of Downtown Flagstaff to strengthen its identity and overall vitality.
- ❑ **Implement the City's Carbon Neutrality Plan** by encouraging a compact and mixed-use downtown, offering walkable/rollable, bikeable, and sustainable lifestyle options.
- ❑ **Allow for change, including density** that features mixed-use residential development at a variety of price points around the periphery of the historic core.
- ❑ **Add parking supply** to attract employment, residential investment, and mixed-use development; and **manage existing parking supply** to enhance customers' experience.
- ❑ **Encourage local arts, culture and Native expression** to flourish throughout downtown.
- ❑ Create a **downtown experience that welcomes and celebrates everyone** that has been part of Flagstaff's past, present and future.

COMMUNITY OUTREACH

The COVID-19 Pandemic raised several challenges for community outreach during the planning process. However, this transition opened a new set of opportunities for engaging the public. Virtual meetings enabled individuals who could not attend meetings to engage at the comfort of their own homes. In total, approximately 2,000 community members engaged in the formation of the plan.

The consultant team was able to engage the community early in the 10-month process, conducting several dozen virtual meetings and presentations with the following:

- » **Project Management Team** - comprised of the four project funding partners: Flagstaff Downtown Business Alliance Board of Directors (FDBA), City of Flagstaff, Coconino County, and Mountain Line
- » **Community Advisory Committee** - comprised of a range of 23 stakeholders to serve as public representation that ensures findings and direction of the Downtown Vision and Action Plan are meeting the needs of the downtown community and the Flagstaff community at large
- » **Flagstaff Downtown Business Alliance Board** representing the property and business owner leadership of downtown
- » **Downtown business/property owners and downtown employees** including several dozen one-on-one interviews
- » **Working Groups** - groups made up of downtown stakeholders convened by expertise areas that included: Economic Vitality, Downtown Experience, and Urban Design & Built Environment
- » **County Board of Supervisors**
- » **City Council**



A kickoff virtual meeting held via Zoom in May 2020

The P.U.M.A. team visited Flagstaff in August 2020 for a week of study area tours, outdoor meetings and workshops. An all-day open house was held in the "Aspen Alley" that was visited by over 100 residents. Additional inter-active meetings were held with the Project Management Team, Community Advisory Committee and Flagstaff Downtown Business Alliance.

In addition, an **online survey** was conducted that gathered over 1,250 participants. Full results from the online survey are provided in the plan appendix.

From the online survey responses, the common themes and highest rated priorities for improving Downtown Flagstaff were:

- #1 Maintain Historic Character
- #2 Make downtown more walkable and bikeable
- #3 Redevelop and repurpose unused and vacant buildings and lots
- #4 Provide additional beautification
- #5 Improve the parking experience



Respondents were asked for three words that best describe their long-term vision for downtown. The word cloud shows words that were most frequently used – the larger the word, the more times it was listed.

During the August site visit, an all-day Open House was held in the "Aspen Alley," while several interactive Working Group meetings convened in various locations downtown.



A physically-distanced, Community Advisory Committee meeting was held at Heritage Square during the August site visit



MARKET OPPORTUNITIES

The Plan includes a Market Assessment that is divided into four main topic areas:

- LIVE
- WORK
- SHOP & DINE
- VISIT & STAY

By understanding downtown's market opportunities and challenges, the Downtown Vision is informed by economic reality and assumptions to guide planning through the next investment cycle. Key economic findings and opportunities include:



- » **Housing is a strong market for downtown moving forward.** There is high demand for more units citywide at all price points, but especially those at lower, more affordable levels. While downtown cannot solve the city's affordability crisis, it can, and should, play an important role in diversifying the city's housing stock and adding new units to a strained market.
- » **Downtown's strongest age segment is 25-34 year olds** – the "young professional" and graduate student bracket that downtowns and walkable neighborhoods with plentiful amenities are well-positioned to attract. This is also at the core of who lives in Flagstaff – a city with the youngest median age (28) amongst its peer cities.
- » **Downtown (and the city) is challenged when introducing density.** Flagstaff is by far the lowest density market amongst its peer cities.

DOWNTOWN'S IMPACT ON FLAGSTAFF

0.28 square miles → 0.4% of the city
MEANWHILE, DOWNTOWN HAS...
1,064 residents → 1.4% of the city's
4,819 employees → 11% of the city's
135 restaurants, bars, shops → 18% of the city's
\$41.4 M in assessed value → 4% of the city's



- » **Tourism, education, and government** are the foundations of the Flagstaff economy.
- » **Downtown is bookended by the city's two largest employers** – NAU to the south, and the Flagstaff Medical Center to the north – providing the ability to build on these adjacencies.
- » Compared to peer cities, **downtown has a below-average number of downtown workers.** This illustrates the lack of major primary employers in downtown (outside of the County and City), but also an opportunity for downtown to evolve into a greater economic engine for the local economy.
- » Downtown's office space has a vacancy rate of roughly 1%, pre-COVID. Available space is nearly non-existent (an ideal vacancy rate is roughly 10%), and doesn't allow for much movement in the market or the ability to house new office tenants in available space. **The commercial office sector is a relatively untapped sector in downtown.**

The Market Assessment includes **peer city comparisons** on many different topics throughout. Below is a sampling of how Flagstaff and downtown stacks up compared to its western state peers.

CITYWIDE

Population Growth (2010-19)	Bend 24%	Ft. Collins 17%	Flagstaff 14%	Missoula 12%	Bellingham 12%	Boulder 10%	Corvallis 8%
Housing Density (units/square mile)	Boulder 1,810	Corvallis 1,742	Bellingham 1,340	Bend 1,308	Ft. Collins 1,219	Missoula 1,190	Flagstaff 447
Housing & Transportation Costs (Share of Income)	Boulder 44%	Ft. Collins 48%	Bellingham 51%	Corvallis 52%	Missoula 53%	Bend 56%	Flagstaff 56%

DOWNTOWN

Downtown Employment	Ft. Collins 12,449	Boulder 11,348	Missoula 10,465	Bellingham 7,242	Flagstaff 4,819	Corvallis 4,691	Bend 4,269
Employment Density (workers/acre)	Boulder 81	Missoula 55	Ft. Collins 40	Bellingham 39	Bend 37	Corvallis 37	Flagstaff 27
Knowledge Sector Share of Jobs	Missoula 53%	Bend 40%	Bellingham 37%	Boulder 27%	Corvallis 25%	Flagstaff 22%	Ft. Collins 19%



- » The retail, food and beverage sector is **Flagstaff's largest industry** in terms of employment.
- » Downtown's storefront economy is critical to its success, driving foot traffic, attracting visitors, and helping maintain vibrancy throughout the day and into the night. In total, **there are 223 street level businesses in the Downtown Study Area.**
- » Local independent businesses dominate the Downtown scene. **87% of Downtown's storefront businesses are local independents**, offering distinct character and sense of place.
- » Despite all its storefront businesses, Downtown **still lacks some critical retail elements that would help serve residents' daily needs**, namely groceries and drugstores, and make Downtown a more appealing place to live.



- » **Tourism is Flagstaff's top industry.** The city sees over 5 million visitors annually, and the industry supports over 8,000 local employees.
- » Downtown hosts **a variety of events** annually that attract both locals and visitors. A majority of these take place at Heritage Square.
- » **Downtown is more about what's around it, than what's in it.** The Lowell Observatory, the city's two largest art museums, and the region's main performance arts hall are all located outside of downtown.
- » **Downtown's proximity to the Lowell Observatory & Mars Hill is an asset to build upon.** Already a destination, Lowell is underway with expansion.
- » **A strong short-term rental market** plays an important role in housing a portion of the visitor market, but also can erode the hotel visitor base and reduce the permanent housing stock.

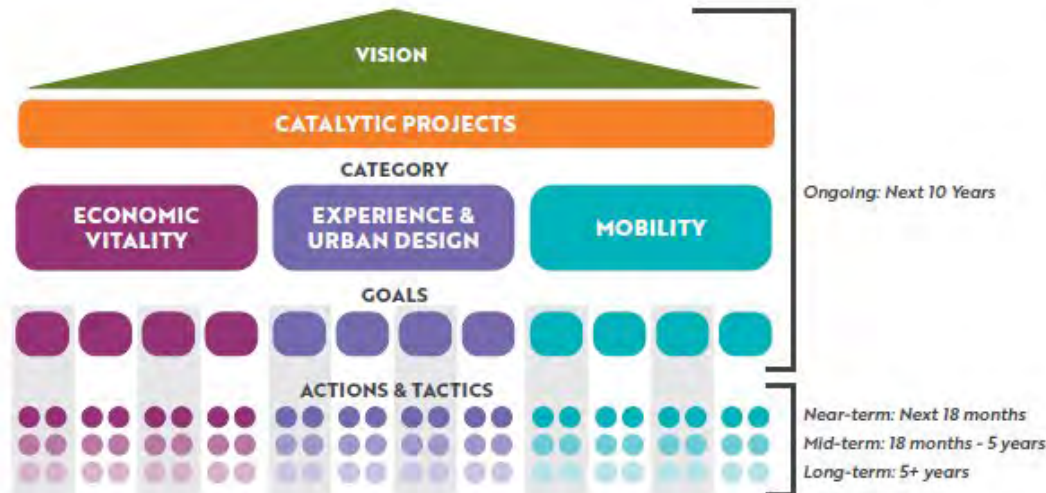
VISION

Drawing on the input from the community outreach, market assessment and review of prior plans, the consultant team worked closely with the FDBA, PMT, CAC, and elected officials to synthesize all this information into the following **vision** that forms the basis for the Action Plan recommendations described and illustrated throughout this document.

The vision for downtown is to enhance and create a downtown that is

**VIBRANT,
WALKABLE/ROLLABLE,
HISTORIC AND ADAPTABLE,
THRIVING,
WELCOMING AND INCLUSIVE,
AND ACCESSIBLE TO ALL.**

The **Action Plan** is constructed as follows. The Goals within each category are provided on the following page. The specific actions and tactics can be found in the full plan.



The team developed immediate, short- and mid-term actions for downtown physical improvements, catalyst developments, and policies to guide the FDBA and City of Flagstaff, the development community, and downtown stakeholders for the next ten-year investment cycle. Responsible parties are identified to implement each of the actions and tactics in the full plan.

ACTION PLAN

The **Action Plan** is organized into three categories, with supporting goal statements, as follows:

ECONOMIC VITALITY:

Retain downtown as one of the key engines of the Flagstaff economy

1. Guide downtown's economic future
2. Bring more jobs into downtown
3. Cultivate local arts and culture as foundational to downtown
4. Bolster downtown's storefront economy
5. Create a larger, and more diverse, residential base in downtown

EXPERIENCE & URBAN DESIGN:

Downtown can prosper even more by creating a lively environment that is easily accessed by traditional visitors, but also serves downtown residents too

1. Preserve the historic character and charm of downtown
2. Direct new growth responsibly and in a way that adds to the vibrancy of downtown
3. Activate downtown in creative ways that attract locals as well as visitors
4. Enhance the downtown experience by implementing gateway features, streetscape enhancements, signage and wayfinding, and public art to create a sense of arrival and direction
5. Embrace sustainability as a core value in how downtown is managed, improved, and developed

MOBILITY:

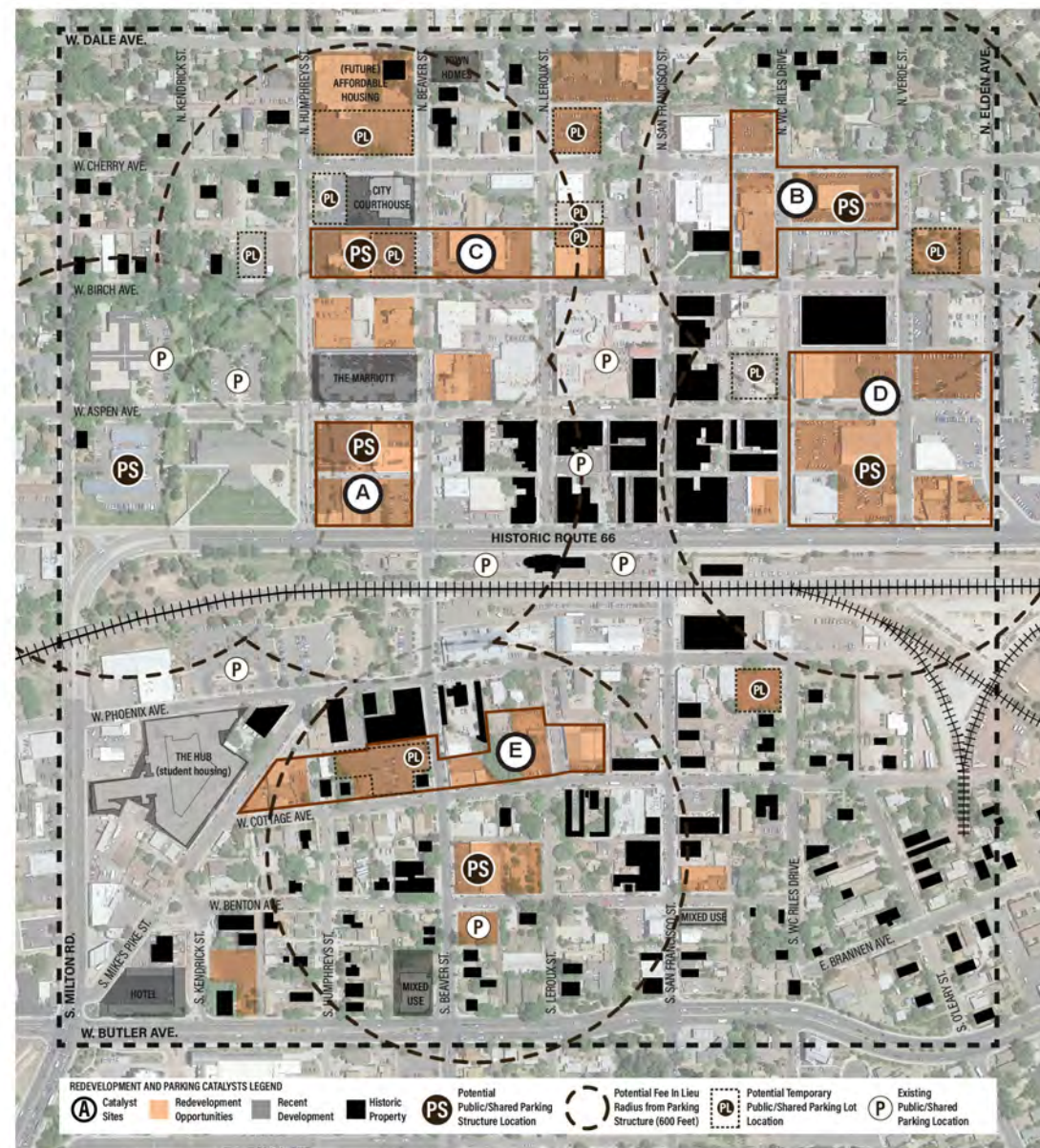
Transportation – personal mobility, circulation and access, plus freight service and delivery

1. Enhance downtown to be more walkable
2. Improve parking management and supply
3. Improve public transit access and ridership
4. Improve bicycle access and circulation
5. Manage curb space allocation and use



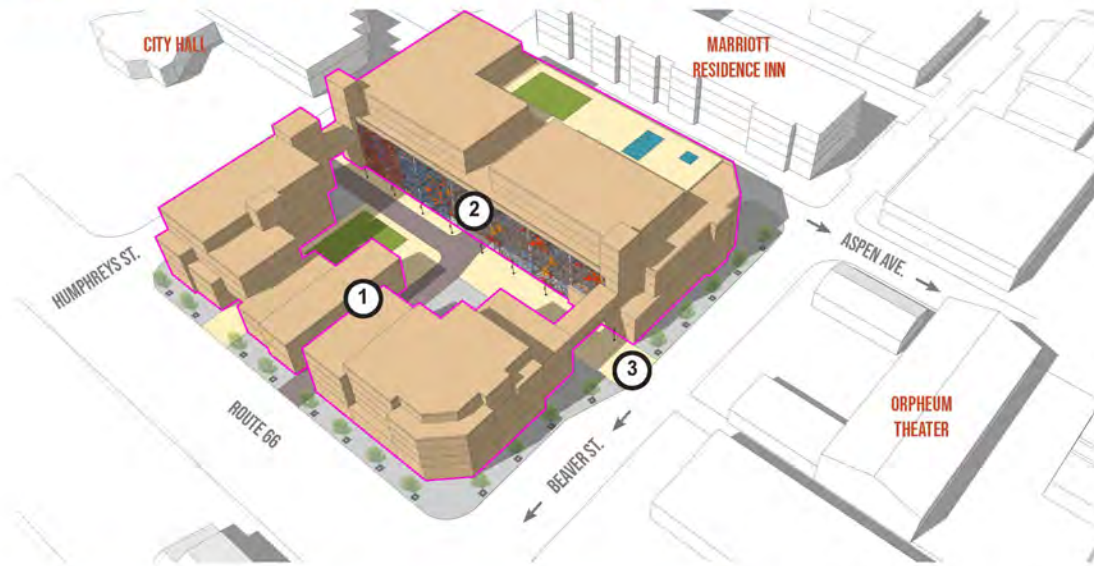
CATALYTIC REDEVELOPMENT & PARKING PROJECTS

- A. Old City Courthouse
- B. Coconino County Properties
- C. Birch Avenue Infill
- D. Eastside Gateway
- E. Cottage Avenue Infill



The following pages illustrate the potential for five redevelopment catalysts in downtown. These are for illustrative purposes only - they are not actual development proposals. These catalysts encourage the city to work with a developer(s) to provide public parking in conjunction with other uses that serve the Downtown Vision. Potential public/private parking structure locations are identified but not all are necessary as project are developed. Refer to page 83 Mobility Framework for more detail on parking recommendations.

A - OLD CITY COURTHOUSE

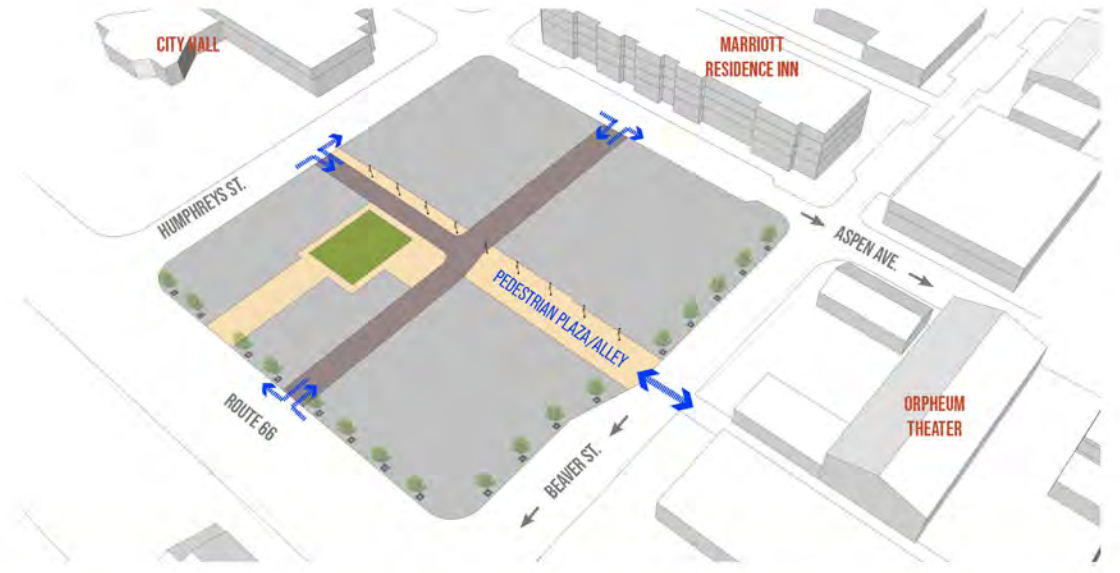


This concept shows the entire block redeveloping into a mixed use gateway to downtown. This catalyst project envisions a public-private partnership to redevelop into a mixed use block with a public parking component. The program is to be determined, but any project on this site should give back to the community with public parking and public space. This location would also be ideal to contribute downtown housing and a small grocery/market.

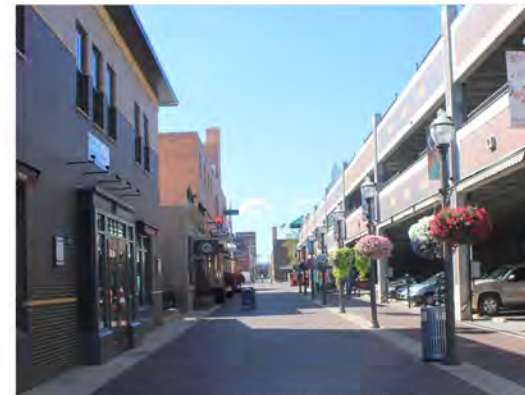


The Dairy Block in Denver, CO is a public amenity with art, games, lighting, and seating areas. A boutique hotel and lobby bar is one use that activates the space.

- ① City should issue Request for Proposals for development on this block. Scenario shown would include the entire block redeveloping at once. This scenario shows three primary structures with massing broken up to fit into the context of downtown. Uses should include residential units and ground floor retail. Office and hotel uses may also be appropriate. A small corner market to support downtown residents is also desired.
- ② Any future development proposal should include some amount of public parking (exact number to be negotiated) to serve downtown businesses.
- ③ Maintaining alleys is desired. This scenario shows a wide pedestrian-only alley and plaza for a half block at Beaver Street that would be activated with adjacent uses and connected across Beaver to the downtown core alleys. The parking structure could include a thru-drive passage to enhance connectivity and options for entering and exiting to avoid congestion (see next page.)



The diagram above shows how site circulation to parking could work. All entries/exits would be right in, right out due to Aspen being a one-way street and Route 66 and Humphreys being busy streets. This concept envisions a pedestrian-only alley for a half-block at Beaver Street with a safe mid-block pedestrian crossing to allow pedestrians a safe and interesting walk that connects to the downtown core and activated alleys.

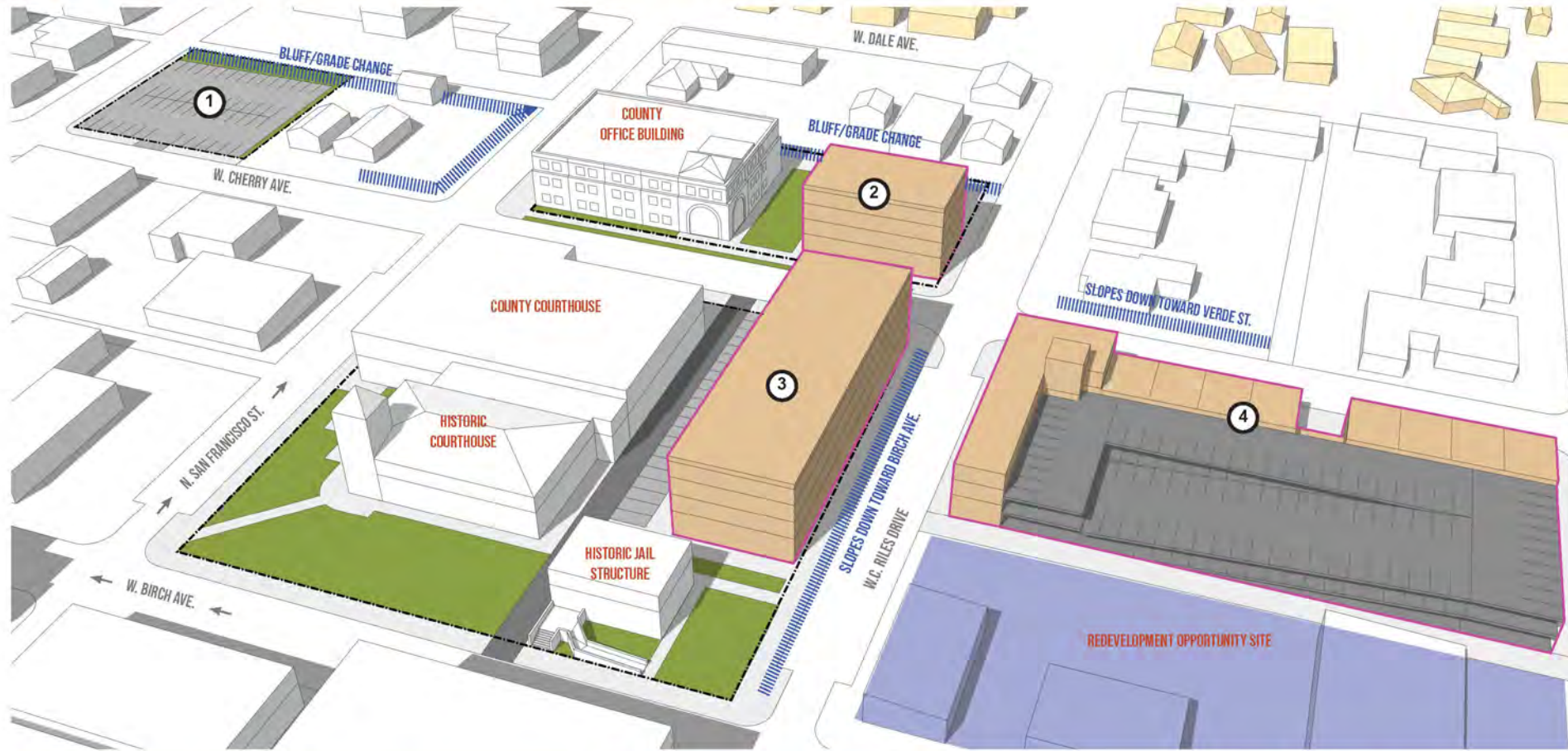


A pedestrian alley in Rapid City, SD that is similar to the concept shown, with parking structure on one side (with flat floors and high ceilings for future adaptive reuse) and businesses activating the other side. Ample pedestrian-scaled lighting, flowers, and other amenities keep the space looking nice and feeling safe.



Parking areas should be screened from public view. When facing a public street, design the edges with active building uses, when feasible, or design to look like a building with similar bay rhythm and materiality. When facing an alley, use creative screening techniques, such as mesh, screens, green walls, or design to look like a building.

B - COCONINO COUNTY PROPERTIES



- 1 Maintain surface parking lot at Cherry and Leroux. Use for county offices during the daytime and for public parking on nights and weekends.
 - 50 parking spaces
 - Future infill development
- 2 Infill parking lot at the corner of W.C. Riles Dr. and Cherry with potential mixed use building. This could hold county or private offices. Transition to neighborhood.
 - Approximately 20,000 SF building shown (4-stories)
 - Some surface parking behind building.
 - Central "lawn" aligns with alley to south
- 3 Replace the old county jail along W.C. Riles Dr. with a new office building to accommodate county office/justice space with potential for mixed use.
 - Approximately 52,000 SF building shown (4-stories)
 - Maintain alley and provide secured off-street parking for judges behind building.
 - Maintain/restore historic structure at W.C. Riles Dr. and Birch.
- 4 Redevelop half-block of existing county office building into a shared parking structure wrapped with townhomes and/or apartments.
 - 8 townhomes shown facing Cherry Street.
 - 10 apartments with ground floor retail/restaurant uses facing W.C. Riles Dr.
 - Approximately 280-space shared parking structure.

This concept shows the how Coconino County properties in downtown could redevelop overtime to serve the Downtown Vision. This illustration envisions demolishing the old jail and office building at W.C. Riles Dr. and Cherry Ave. and potentially redeveloping into a mixed use "node" with a shared public/county parking component. A potential new mixed use office building finishes out the new county administrative lot and the existing surface parking lot at Cherry and Leroux remains.



The historic county courthouse is an iconic structure in downtown. Future development should respond to and respect the integrity of this structure.



Public/private parking structure wrapped with office and apartments in Boulder, CO



Four-story mixed use office and residential building in Missoula, MT



Civic open space in Englewood, CO

C - BIRCH AVENUE INFILL



This concept shows how the two banks at Birch and Beaver, with large surface parking lots, could be redeveloped into residential units to serve downtown housing needs. This is also an ideal location for a parking structure to serve downtown, as it is adjacent to the new city courthouse, Theatrikos Theatre Co., and has great access from Humphreys and Beaver Streets.



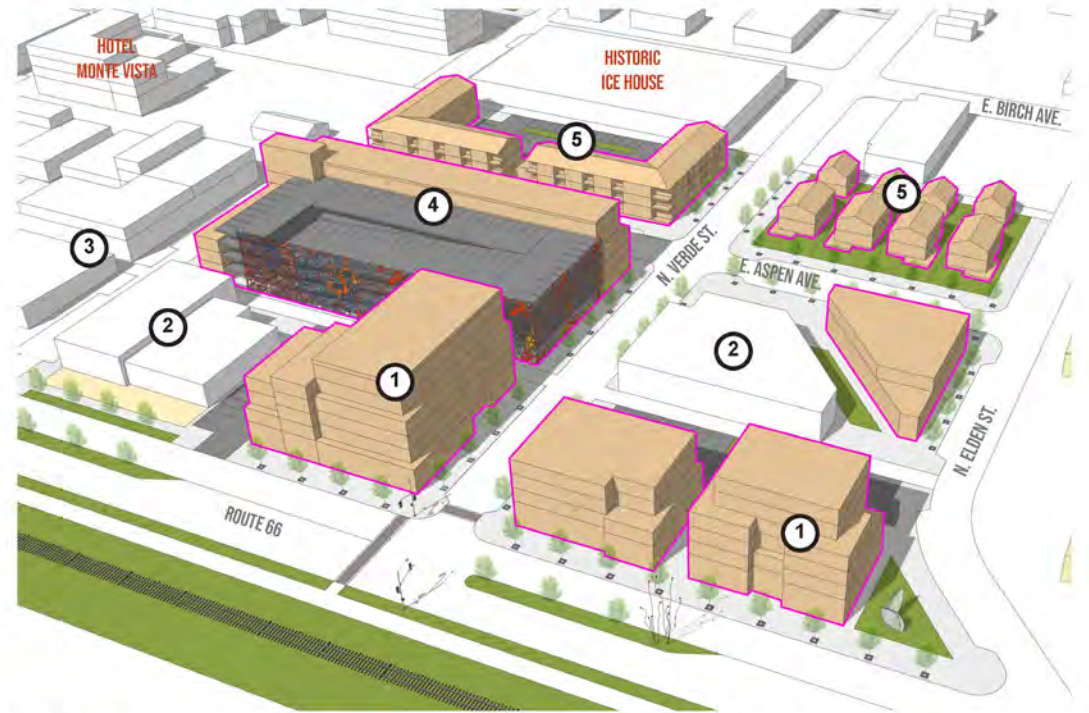
Parking structure could be wrapped with townhomes. This housing type has high demand for downtown Flagstaff. (photo: Los Angeles, CA)



Two to four story residential buildings that are surface parked, or able to share parking in a nearby structure, would help provide affordable housing in downtown. (photo: online - Olympia, WA)

- 1 Replace existing bank and surface parking lot with mixed income residential units with amenities that serve the downtown housing dweller, such as grilling areas, dog run, small plaza/lawn area(s), recreation and fitness room, etc.
- 2 Replace existing bank and surface parking lot with a half-block parking structure wrapped with apartments. The bank could relocate into the ground floor and parking could serve the new development, as well as provide some additional parking for public uses, like the new courthouse, Theatrikos, and downtown businesses and festivals.

D - EASTSIDE GATEWAY



- 1 Create an iconic gateway into downtown from Route 66 with new, large-scale, mixed use buildings.
- 2 Reuse some existing buildings to maintain history and character.
- 3 Proposed activated pedestrian alley would provide very brief and interesting walk to the core of downtown from parking structure.
- 4 Shared parking structure would provide public parking for downtown visitors and patrons, as well as serve parking demand for new development. Parking structure would be wrapped with active uses facing downtown.
- 5 A variety of "gentle density" housing types provide housing for downtown, as well as provide a transition to nearby neighborhoods and less intense uses. These could also be mixed use or live-work units.



An eye-catching, mixed use building at the corner of Edgen and Route 66 could serve as a gateway to downtown.



An active ground floor environment would provide a welcoming experience along Route 66.



A unique sculpture and plaza could be located at the intersection of Edgen with Route 66 and serve as a gateway.

E - COTTAGE AVENUE INFILL



- 1 Live/work units or artist lofts could add full-time residents and jobs to the area. This illustration shows potential for 9 units that would have ground floor activation and living quarters above. They could be site-parked in courtyard.
- 2 A variety of "gentle density" housing forms, such as alley houses and cottage clusters, could be added along Cottage Avenue to fit the surrounding character while providing affordable housing options.
- 3 Maintain surface parking for Southside. Perhaps activate with a dedicated area for food trucks to park. Could also be used for festivals and events, if parking is provided elsewhere.
- 4 The Downtown Vision Plan highlights the intersections of Beaver and Phoenix and San Francisco and Cottage as "secondary gateways." These nodes include a mix of uses and serve as a destination as well as a decision point for passersby.
- 5 South Humphreys Street is listed as a proposed bike route in the Active Transportation Master Plan to connect NAU to the future Downtown Connection Center.
- 6 The Southside Community Plan highlights Cottage Avenue as a proposed bike boulevard street.
- 7 Beaver Street has an existing bike lane on the west side of the street.
- 8 Refer to the Southside Community Plan that shows potential for an infill mixed use project and parking facility.
- 9 The Rio de Flag cuts through the Southside Neighborhood. This could be one location where it could be activated with adjacent uses.
- 10 The Downtown Vision Plan highlights potential for alley activation and beautification on the Southside between Cottage and Benton where multiple businesses could use the space.

The Southside Community Plan highlights Cottage Avenue as a "Southside Main Street" and calls for a mix of old and new, where some buildings are reused and repurposed and also where infill redevelopment of compatible scale and architectural style is appropriate. This plan builds on the Southside plan by envisioning Cottage Avenue as a catalyst opportunity for adding a variety of housing types and mix of uses around the existing eclectic fabric. This location is within walking distance of the Southside's many breweries and restaurants, as well as a short walk to the downtown core via Beaver, San Francisco, or (future connection) Leroux Streets. It is also strategically located in close proximity to Northern Arizona University campus.



Live-work lofts provide active uses on the sidewalk and full-time residents that live, work and shop in the neighborhood



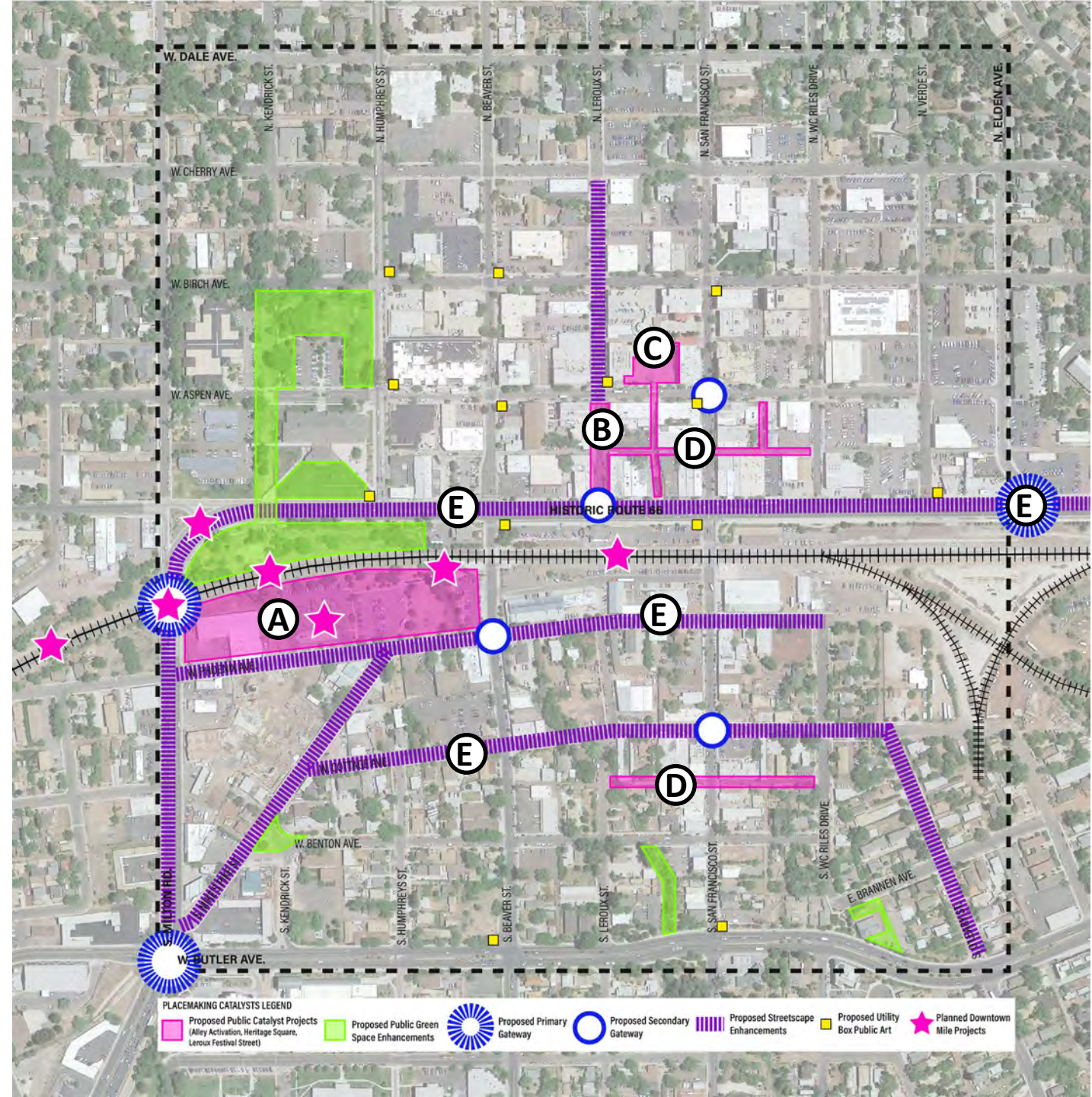
Architecturally, the Southside is very diverse. New infill can reflect and honor this diversity with unique materiality and forms



A neighborhood-scale mixed use building could add vibrancy to Cottage Avenue with sidewalk cafes and full-time residents above

CATALYTIC PLACEMAKING PROJECTS

- A. Downtown Connection Center
- B. Leroux Festival Street
- C. Heritage Square Activation
- D. Alley Activation
- E. Streetscapes, Gateways, Connectivity, & Wayfinding



A - DOWNTOWN CONNECTION CENTER



Mountain Line's Downtown Connection Center (DCC) is currently under construction and will include a new administration building with restrooms and ticket operations, bus bays, public parking structure, and a plaza. Alongside the DCC redevelopment is the "Downtown Mile" project which includes a series of multi-modal improvements to better connect to the DCC and the larger community including:

- BNSF Rail Realignment
- Florence-Walnut Pedestrian Underpass
- Milton Roadway Improvements
- Milton Avenue Bridge Reconstruction and Underpass
- Flagstaff Urban Trail System (FUTS) Underpass
- BNSF/Rio de Flag Drainage Crossing; and
- Amtrak Platform Improvements



Transit center bicycle connection to regional trail system in Fort Collins, CO



A public plaza space will provide much needed open space on the Southside. Rapid City, SD

E - STREETSAPES, GATEWAYS, CONNECTIVITY, & WAYFINDING

Enhance the downtown experience by implementing gateway features and wayfinding signage to create a sense of arrival in downtown and provide direction for visitors. Wayfinding signage should also include directional signage for bicyclists and pedestrians using the FUTS regional trail network.

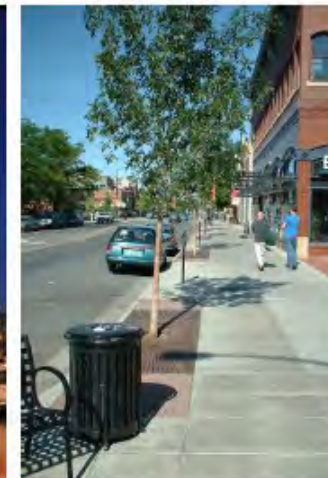
Work to enhance streetscapes downtown by replacing sidewalks, adding pedestrian-scale lighting in high use areas, and increasing the urban tree canopy. The city should continue to study the best solution for tree species and growth in an urban condition and create best practices streetscape standards for downtown.



Improved crosswalks, wayfinding signage, and plantings enhance the downtown experience. Denver, CO



Gateway features and wayfinding signage can also be a form of public art. Denver, CO



Enhance sidewalks and replace broken tree grates for a consistent streetscape. Boulder, CO



Additional planters and hanging flowers should be implemented throughout downtown. Lakewood, CO

B - LEROUX FESTIVAL STREET



Leroux Festival Street is a long-term concept for redesigning one block of Leroux Street from Aspen Avenue to Route 66 as a flexible "festival street." This concept envisions a curb-less street that expands pedestrian space adjacent to businesses and provides a narrow roadway that can accommodate thru travel and parking. During special events or seasons, the street can easily be closed to vehicular traffic, providing additional space for pedestrians. This would be ideal for events like The Great Pinecone Drop. The concept includes a new pedestrian crosswalk across Route 66 to the Visitor's Center. This concept could be phased over-time with temporary improvements.

- 1 Curb-less/raised street and intersection with stamped concrete vs. brick
- 2 Stormwater planters take runoff from the street and naturally filter it in planters before entering storm pipes.
- 3 Alley access is maintained
- 4 Pedestrian amenities and placemaking features such as: bike racks, benches, lighting, banners, flower pots, and more provide for a pleasant shopping and dining experience.
- 5 On-street parking is provided on one side of the street.
- 6 A narrower roadway provides wider sidewalks adjacent to the businesses for cafe seating, sidewalk sales, and other activation.



Bell Street in Seattle, WA includes similar design features and is shown above during a festival where vehicular travel is restricted.



Feedback from stakeholder and community engagement concluded that Route 66 can feel like a barrier and deter people from crossing between the downtown core and the Southside. Adding a safe, pedestrian-activated signal at the intersection of Leroux and Route 66 would provide an additional, safer crossing location. This concept removes the left turn lane at Leroux to shorten the crossing distance and gain additional space to provide ramps and stairs down to the Visitor's Center main entrance.



Fillmore Plaza in Denver, CO - shown above with cars and below during a festival - includes similar design features, including a safe pedestrian crossing of a major street at the terminus.



C - HERITAGE SQUARE ACTIVATION

Temporary modifications should be made to Heritage Square to better activate it in the short-term, such as: additional seating and shade, games to play (ping pong, giant chess board, or board game rentals), and more landscaping and flowers.

In the mid-term, Heritage Square should be updated to better suit the needs for downtown in the next 20-30 years. Consider the following: add a play area for children, more seating options, better visibility from Aspen and integrated connections to alleys, space for and ability to add temporary activation uses such as buskers or carts to sell food and goods. Structural capacity for near and mid-term improvements should be assessed to ensure that no negative impacts will occur to the parking structure under the plaza.



Continue to activate Heritage Square with music and entertainment events.



Temporary shade and seating areas should be made permanent as well as the addition of movable planters



Movable outdoor games to activate public space in Denver, CO



Temporary public art installations can activate public space. Pasadena, CA

D - ALLEY ACTIVATION



Enhanced alley with pedestrian access while still accommodating deliveries Longmont, CO



A highly enhanced alley with outdoor dining in Denver, CO

A Downtown Alley Activation Master Plan and Program should be created that considers the following:

1. Build on the BAS programming and grant opportunities for flowers, murals, and art wraps.
2. Redesign and construct improvements to Aspen Alley, as planned in the capital project funding for fiscal year 2025.
3. Focus generally on the blocks between Route 66 and Birch Avenue.
4. Encourage private property owners and businesses adjacent to alleys to improve and activate them by adding landscaping, outdoor dining, and public art/murals.
5. Generally, east-west alleys should be designated flexible use alleys, allowing for deliveries and services. Co-locate shared downtown trash dumpsters and compactors and work with a single trash operator on a downtown alley pick up schedule.
6. North-south alleys may have potential to be converted completely to improved pedestrian pathways.



A highly enhanced alley with pedestrian lighting and planter in Ft. Collins, CO



Alley outdoor seating and planters in Pasadena, CA



Aspen Alley should be the first alley to receive permanent improvements

MAJOR EDITS TO PLAN FROM 2021

- ❑ **Inserted Southside history**
- ❑ County is no longer moving offices out of downtown – **deleted from “vulnerabilities”**
- ❑ **Updated DCC language** to be consistent with current Mountain Line planning efforts
- ❑ Updated ground floor uses to allow more than retail: **including coworking spaces, incubators, makerspaces, and smaller leasable spaces that new ventures can afford**
- ❑ Added Economic Action D.1: **“FDBA should be intentional and focused to promote downtown as the region’s hub for locally-owned (and/or managed) community-serving small businesses**
- ❑ Also added to city site plan review process: **...“the emphasis should be on expediting plans. The expanded use of public space process used in 2020 during the COVID pandemic is a good example of how this review process can work successfully.”**
- ❑ Added Mobility Action A.1.a: **“To help achieve a “pedestrian first” environment, Flagstaff needs to identify a schedule to replace the uneven brick and heaving tree wells on sidewalks with materials that withstand weather and require less maintenance.”**

MAJOR EDITS TO PLAN FROM 2023

- ❑ **Update language re: Pandemic (now in past)**
- ❑ **Correct language about Historical Context and Navajo origins**
- ❑ **Respond to urgent housing and climate initiatives and needs**
 - ❑ *Address need for parking but add more language around reducing car trips and adding Transportation Demand Management (TDM) policies.*
 - ❑ *Replace 2018 Climate Action Plan references with Carbon Neutrality Plan (more recent)*
 - ❑ *More aggressive language around density – not just “gentle” density*
- ❑ **Coordination with Regional Plan 2045 and Planning Department goals**
 - ❑ *Understand scenarios being presented and where downtown is projected to go*
 - ❑ *Increase allowable floor area ratio and densities allowed in downtown for inclusionary housing incentives*
 - ❑ *Balance historic preservation goals and density goals – update Downtown Design Handbook*
- ❑ **Coordination with Regional Transportation Plan and Downtown Mile**
 - ❑ *Update plan to highlight Downtown Mile projects*
 - ❑ *DCC under construction*
 - ❑ *Update ParkFlag numbers*
- ❑ **Update with projects that are planned/underway (Downtown Mile, Aspen Alley, etc.)**

NEXT STEPS

OCTOBER

- On-site engagement (City Council / FDBA Board)

NOVEMBER

- Final Plan

DECEMBER

- City Council Approval Process

