



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: October 16, 2025

To: Parks and Recreation Commission

From: Sara Dechter, AICP, Comprehensive Planning Manager

Subject: Flagstaff Regional Land Use Plan 2045 60-day public review

The City of Flagstaff and Coconino County have been jointly working on the Flagstaff Regional Land Use Plan 2045 since the summer 2022. This comprehensive update is a critical check in with the public and the community on how the development and conservation of land and infrastructure can be managed to maintain a resilient and inclusive community. Over the past 9 months, a Regional Plan Committee has been meeting with staff and reviewing draft content for the plan update. On Monday, September 30, the committee reviewed and endorsed a complete draft of the plan. The Draft plan will be posted to the project website at www.flagstaff.az.gov/regionalplan2045.

Once the plan is endorsed, the draft will be sent to other government agencies, boards, commissions, councils, and the public for a required 60-day public review, scheduled to begin on Sunday, October 20th. It is scheduled to be reviewed by the Open Space Commission during the 60-day review.

What is in the draft plan concerning Parks and Recreation?

In the Regional Plan 2030, parks and recreation was addressed in the Recreation Chapter, which had 1 goal and 5 policies. There was a separate Open Space Chapter with 1 goal and 5 policies. The draft plan has a combined Parks, Recreation, and Open Space Chapter with 1 goal and 6 policies:

Goal PROS: The regional system of parks, open spaces, and community centers supports the Region's public and environmental health, provides diverse recreational needs, is accessible to residents and visitors, and is interconnected by trails and greenways between Flagstaff, regional open space, and other County communities.

Policy PROS.1 Incorporate and highlight the Region's defining landscapes and vistas through landscape design in trails, parks, and open spaces.

Policy PROS.2 Focus the purchase and management of regional preserves and connector open spaces on protecting cultural or significant natural resources, while allowing for concentrated development in areas that support housing supply and climate action.

Policy PROS.3 Provide urban parks and complementary open spaces that support livable and sustainable compact development.

Policy PROS.4 As greenfield sites are developed, ensure that new parks and open spaces have a balance of amenities and a flow with the natural and historical surroundings, are publicly accessible, and provide complementary amenities to existing public parks in the Region.

Policy PROS.5 Plan and design regional parks that support larger public events sustainably and support diverse recreational opportunities within the same park.

Policy PROS.6 Create and maintain opportunities for access to recreation and community centers through adaptive reuse of appropriate buildings, partnerships with non-profit organizations and neighborhoods, and new construction identified in master plans.

There is also a Growth and Land Use policy about civic space:

Policy DP.10 Locate public civic spaces and natural areas to be accessible to pedestrians within the Neighborhood or Center they serve.

There is a Parks, Recreation, and Open Space Policy Map which identifies existing parks, recreation centers, and three areas in the Region where there is a need to acquire land for parks or open space, including the need for a regional park south of I-40.

The draft plan carries forward and updates the approach to viewshed management, focusing on landscape design in parks and open space. In the Regional Plan 2030, this topic was addressed in an overarching Community Character Chapter, which was not carried forward in the current draft.

In the Parks, Recreation, and Open Space Chapter, the draft plan emphasizes adaptive reuse, partnerships to support recreational opportunities, community gardens, the need for improvements to existing parks, and the need to fund and plan for future parks as greenfield sites are developed. The Chapter contains broad implementation guidelines for different levels of parks. The Chapter also includes findings from the 2019 Coconino County Parks & Recreation Master Plan and has an action item for the update of the City's Parks, Recreation, Open

Space, and Events Master Plan. The implementation guidelines will be carried forward through the City's upcoming parks master planning process.

What kind of feedback is staff looking for?

Staff encourages all commissioners to review the draft plan during the 60 day public review and to help spread the word on this important opportunity for feedback. Commissions may wish to form working groups to review the plan and provide formal comments by December 19, 2025

Transportation Goals and Policies

Transportation System (TS)

Goal TS: Create an inclusive, safe, comprehensive, and continuous transportation system that provides access, mobility, and efficient transportation options.

Policy TS.1 Prioritize the safety and protection of vulnerable road users to the primary consideration in planning for our streets and transportation systems.

Policy TS.2. Work to achieve zero serious and fatal injuries on roads and streets in the Region.

Policy TS.3 Expand ITS to improve safety, accessibility, mobility, reliability, traffic control, and lighting for all modes.

Policy TS.4.a Improve the network connectivity surrounding and supporting collectors and arterials to achieve lower VMT and improve the pedestrian, bike, and transit network. (City only)

Policy TS.4.b. Promote the connection of existing neighborhoods and communities (at both a local and regional scale) with pathways and other multimodal facilities. (County only)

Policy TS.5. Design and build transportation infrastructure that is appropriate for the roadway classification and land use context where it is located.

Policy TS.6. Reduce the demand for driving which will in turn reduce the cost of the transportation system, increase transportation equity, and achieve carbon neutrality. (City only)

Multimodal Transportation (MT)

Goal MT: Promote a variety of transportation modes to reduce reliance on single-occupancy vehicles, reduce transportation costs for residents, and provide safe and convenient transportation options.

Policy MT.1 Increase the availability, connectivity, and use of pedestrian and bicycling infrastructure, including the FUTS and other trail systems as a critical element of a safe and livable community and to promote transit access.

Policy MT.2a Provide Complete Streets and systems with functional, comfortable, and safe sidewalks, bicycle facilities, and transit stops, that provide accommodation for all users, even in temporary or interim conditions. (City only)

Policy MT.2b Provide elements of Complete Streets that are appropriate for rural roadways and when funding and opportunities are identified. (County only)

Transit (TR)

Goal TR: Increase frequency, safety, accessibility and services of the public transportation system to serve as an affordable, attractive, and convenient alternative to single-occupant vehicles throughout the Region.

Policy TR.1 Cooperate with Mountain Line to develop and implement the five-year transit planning goals and objectives to improve service, performance, awareness, and ridership.

Streetscapes (ST)– City Only

Goal ST: Design all streets to accommodate people safely and to include art; contextual landscaping; attractive pedestrian, bicycle and transit facilities; and appropriate architectural features.

Policy ST.1 Design Great Streets and gateways to create cohesive, safe, and visually appealing streetscapes that frame outstanding views and support multimodal transportation while moving regional traffic.

Policy ST.2 Create curb management policies and programs to increase walkability and to support activated streets, Centers, and Neighborhood safety.

Parking (PK)—City Only

Goal PK.1. Manage the supply and costs of parking to support a safe and walkable environment, successful and consistent enforcement, and to ensure efficient use of parking infrastructure for all users.

Airport (A)

Goal A: Strengthen and expand the role of Flagstaff Pulliam Airport as the dominant hub for air passenger, air freight, public safety and firefighting aircraft operations, general aviation, and other related services in Northern Arizona.

Policy A.1 Provide safe, efficient, reliable, resilient, and sustainable transportation facilities that encourage and accommodate air and related ground services at the Flagstaff Pulliam Airport.

Policy A.2 Plan and manage development in the vicinity of the airport to discourage land uses incompatible with airport and flight operations.

Freight, and Rail (FR)

Goal FR: Support the area's economic vitality by improving the location and design of infrastructure that supports freight, especially in appropriate employment areas, and to maintain interstate and rail access. [Icons: CA]

Policy FR.1 Integrate passenger rail with other travel modes including connectivity and operational improvements to the passenger rail station, Mountain Line Downtown Connection Center, and surrounding areas.

Policy FR.2 Promote development of rail and trucking connections and an intermodal freight facility or facilities to serve the Region and support viable economic growth.