



# Flagstaff Regional Plan 2045

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Preferred Scenario and Growth Concept

April 2024



The  
Preferred  
Scenario

01

## Scenarios Process Overview

A summary of the scenarios process to date.

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## Developing the Preferred Scenario

How public input, modeling, and other efforts influenced the preferred scenario.

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## Preferred Scenario Performance

Analysis of indicators and a comparison across all scenarios.

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## From Preferred Scenario to Future Growth Illustration

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## Other Concepts and Policy Direction

How the preferred scenario could influence the Regional Plan.

Regional  
Growth  
Concept

# 01

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## Scenarios Process Overview

A summary of the scenarios process to date.

# Public Engagement Activities

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The road to reaching the preferred scenario (and the scenario development process overall) was a result of 12 months of engagement that included three key phases and strategic partnership with community-based organizations. In addition, before the scenario development process began (Feb 2023), the City of Flagstaff lead a series of public Visioning Workshops; input collected from the Visioning Workshops were a direct input into the scenario development process.

VISIONING SURVEY  
& WORKSHOPS  
**Apr-Nov 2022**

150+ participants



FACE-THE-FUTURE  
WORKSHOPS  
**Mar-Apr 2023**

285+ participants



GROWTH PRINCIPLES  
SURVEY  
**May-June 2023**

228 participants



SCENARIO  
CHOOSING OPEN  
HOUSE  
**Nov 2023-Jan 2024**

550+ participants

# Local Partnerships

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The scenario development process prioritized engaging harder-to-reach communities, who have not typically been involved in a public planning process. The goal of partnering with community-based organizations (CBOs) during the Regional Plan 2045 update was to build stronger relationships with community to foster more effective channels of engagement to reach Flagstaff area residents from historically marginalized communities.

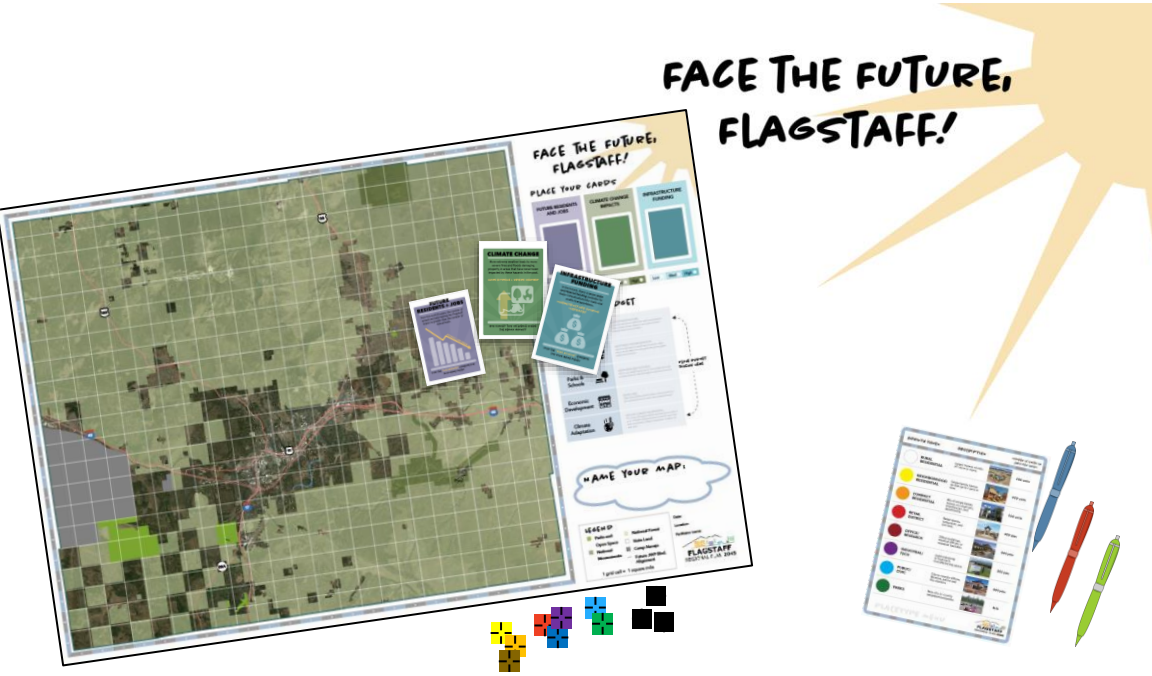
Eight (8) CBO Partners were offered \$1,000 mini-grants to serve as convenors and communicators of engagement opportunities among the communities they serve.

- Native Americans for Community Action (NACA)
- Southside Community Association (SCA)
- Sunnyside Neighborhood Association
- Social Service Safety Net Coalition
- ANEW Living transitional housing
- Plaza La Vieja
- Flagstaff High School Native American + Hispanic Heritage Club
- Montoya Senior Center
- Northern Arizona Institutions for Community (NAIC)

# Face-the-Future Flagstaff Workshops

March 28 - April 13 (~3wks)

13 workshops 60 maps 285+ participants



# Scenario Building Blocks: Growth Ideas and Principles

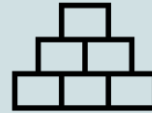
Two sources of input influenced the scenarios that were created. Based on the feedback received from Face-the-Future workshop participants, we identified 6 “growth ideas”. **Growth ideas** are location-specific ideas for how the region should grow in the coming decades. In addition, the City and County conducted polling based on 25 priorities identified during the visioning phase of the Regional Plan process. This polling identified 5 “**growth principles**”.

## GROWTH IDEAS



1. **Rural Activity Centers (Outfill)**
2. **Urbanize Flagstaff Greenfield Sites**
3. **Focus on Downtown and NAU**
4. Focus on East Flagstaff
5. Prioritize Conservation / Avoid Hazards
6. Attract Large Employers

## GROWTH PRINCIPLES



1. **Preserve natural areas with high ecological values**
2. **Minimize water use and plan for water conservation**
3. **Mitigate traffic congestion**
4. **Maximize the availability of affordable/workforce housing**
5. **Limit the expansion of the wildland urban interface**

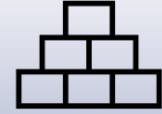
**GROWTH IDEA**



Specific concepts for where future growth would occur.

# 4 Scenarios

**GROWTH PRINCIPLE**



General values and vision carried forward from regional planning efforts that inform how growth should happen.

In its final version, a scenario depicts a refined concept for future growth that is an alternative to business as usual. A scenario is presented through 3 key components:

**NARRATIVE**



**MAP**



**PERFORMANCE METRICS**



**SCENARIO A:  
BUSINESS AS  
USUAL**

**SCENARIO B:  
COMPLETE  
COMMUNITIES**

**SCENARIO C:  
URBAN CENTERS  
/ CORRIDORS**

**SCENARIO D:  
NEIGHBORHOOD  
INFILL**

**SCENARIO CHOOSING**

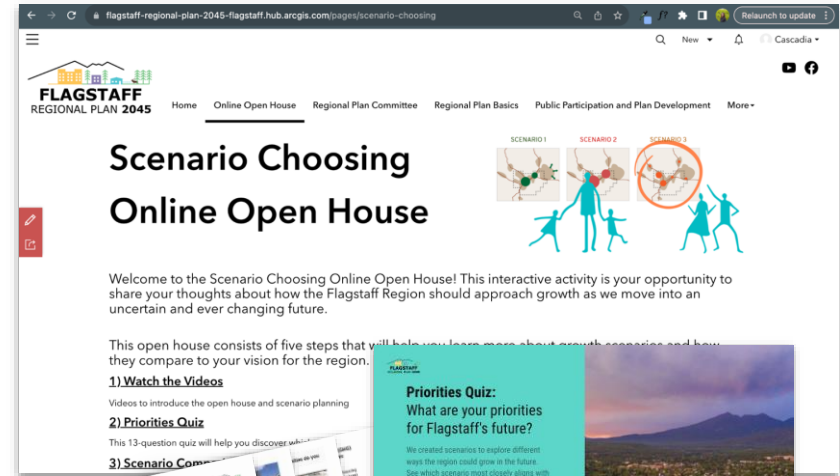
**SCENARIO E:  
PREFERRED  
SCENARIO**

# Scenario Choosing Open House (in-person & online)

November 2023 - January 2024 (9wks)

13 in-person events hosted by the City or a CBO Partner

550+ open house participants



SCENARIO 1 (BUSINESS AS USUAL)	PROS	CONSIDERATIONS	RISKS
<b>SCENARIO 1 (BUSINESS AS USUAL)</b> In Scenario 1, development patterns and growth follow recent trends with relatively low density, high density and medium density growth in the downtown and surrounding areas in Flagstaff and around the Airport (Port Area).	Jobs outside of downtown More jobs and economic activity More jobs and economic activity	Reduce downtown density Reduce density in the downtown Reduce density in the downtown	It is uncertain if the region will be able to support the amount of transit and biking in the future.
<b>SCENARIO 2 (MIXED-USE DEVELOPMENT)</b> Scenario 2 features high-density, walkable, mixed-use development in the downtown and surrounding areas in Flagstaff and around the Airport (Port Area).	Jobs outside of downtown More jobs and economic activity More jobs and economic activity	Reduce downtown density Reduce density in the downtown Reduce density in the downtown	It is uncertain if the region will be able to support the amount of transit and biking in the future.
<b>SCENARIO 3 (SINGLE-FAMILY HOUSING)</b> Scenario 3 features single-family housing in the downtown and surrounding areas in Flagstaff and around the Airport (Port Area).	Jobs outside of downtown More jobs and economic activity More jobs and economic activity	Reduce downtown density Reduce density in the downtown Reduce density in the downtown	It is uncertain if the region will be able to support the amount of transit and biking in the future.
<b>SCENARIO 4 (SEMI-OUTWARD EXPANSION)</b> Scenario 4 features semi-outward expansion in the downtown and surrounding areas in Flagstaff and around the Airport (Port Area).	Jobs outside of downtown More jobs and economic activity More jobs and economic activity	Reduce downtown density Reduce density in the downtown Reduce density in the downtown	It is uncertain if the region will be able to support the amount of transit and biking in the future.

# Priority Survey: Top Priorities

Source: Regional Priorities Survey/Cascadia Partners

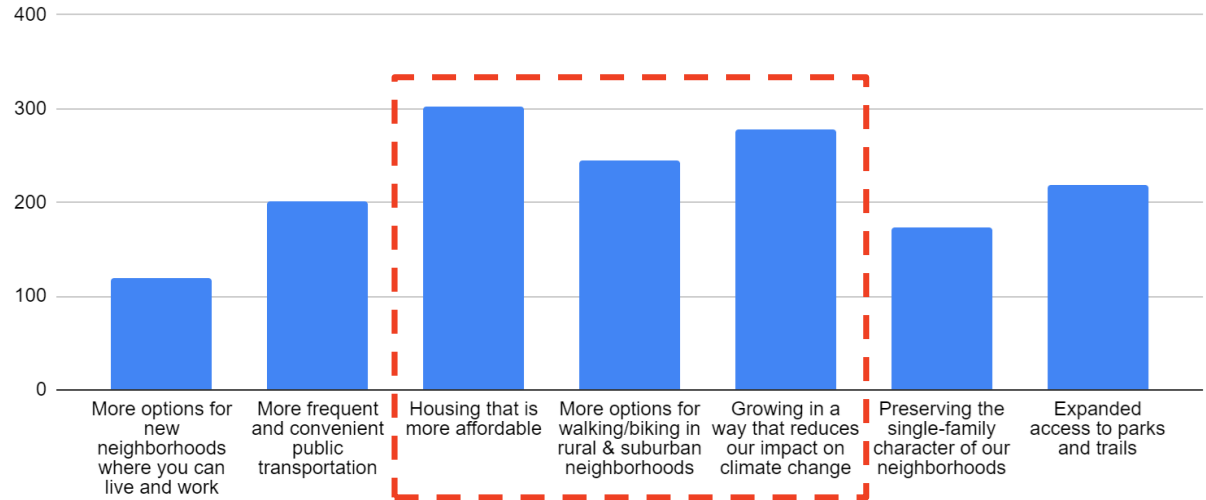
*The Priority Survey also helped to guide the development of the Preferred Scenario.*

*Respondents top priorities became principles for preferred scenario development.*

*For example, the responses to the question on this slide prompted the following principles:*

- *Compact housing close to transit*
- *Grow around walkable nodes in suburban activity centers*
- *Reconsider activity centers that induce long auto trips.*

Of these top priorities for the future of Flagstaff, choose 4 that you value the most



# Priority Survey: Housing

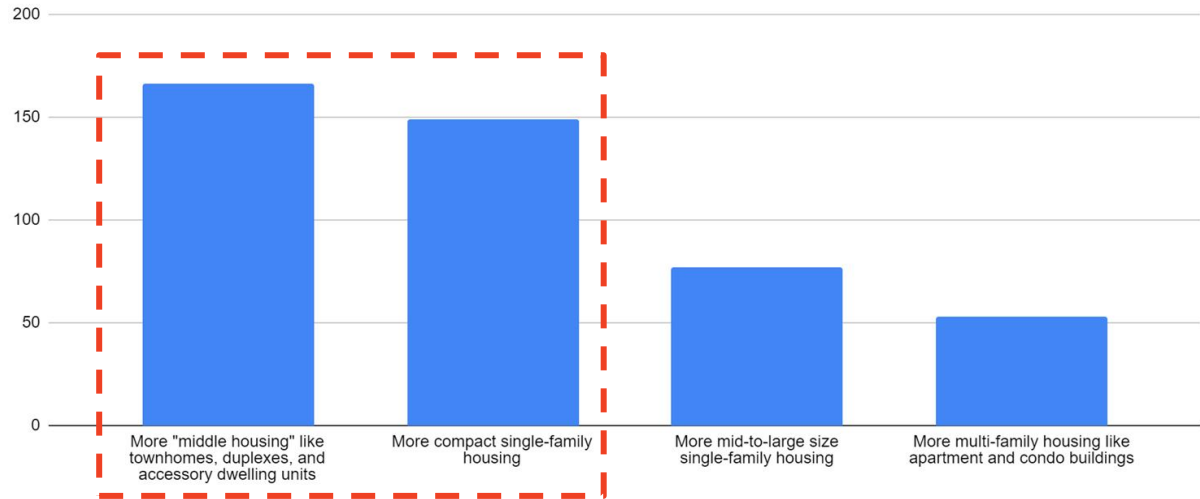
Source: Regional Priorities Survey/Cascadia Partners

*Respondents preferred middle housing and compact single-family homes over mid-to-large multifamily housing.*

*The responses to the question on this slide prompted the following principles:*

- *Middle housing in established neighborhoods.*
- *Compact single family near commercial nodes in new growth areas.*

While all of these housing types will likely be built, which type of housing does Flagstaff need the most of in the future?



# Priority Survey: Transportation

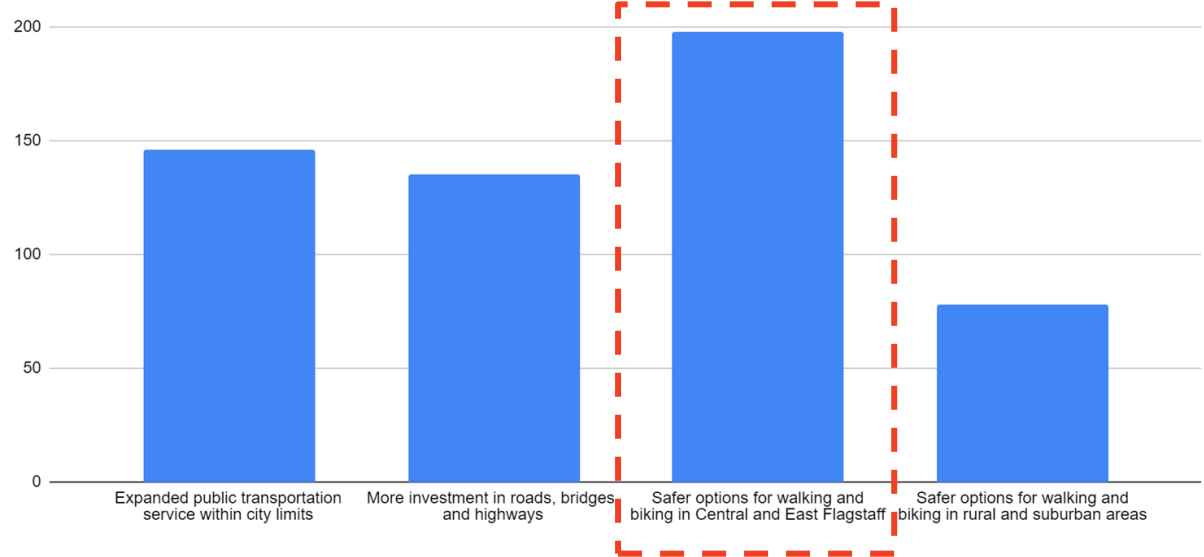
Source: Regional Priorities Survey/Cascadia Partners

*Respondents overwhelmingly prioritized bicycle and pedestrian improvements in East Flagstaff.*

*The responses to the question on this slide prompted the following principles:*

- *Orient growth around high priority ATMP projects in East Flagstaff.*
- *Focus compact growth around transit.*

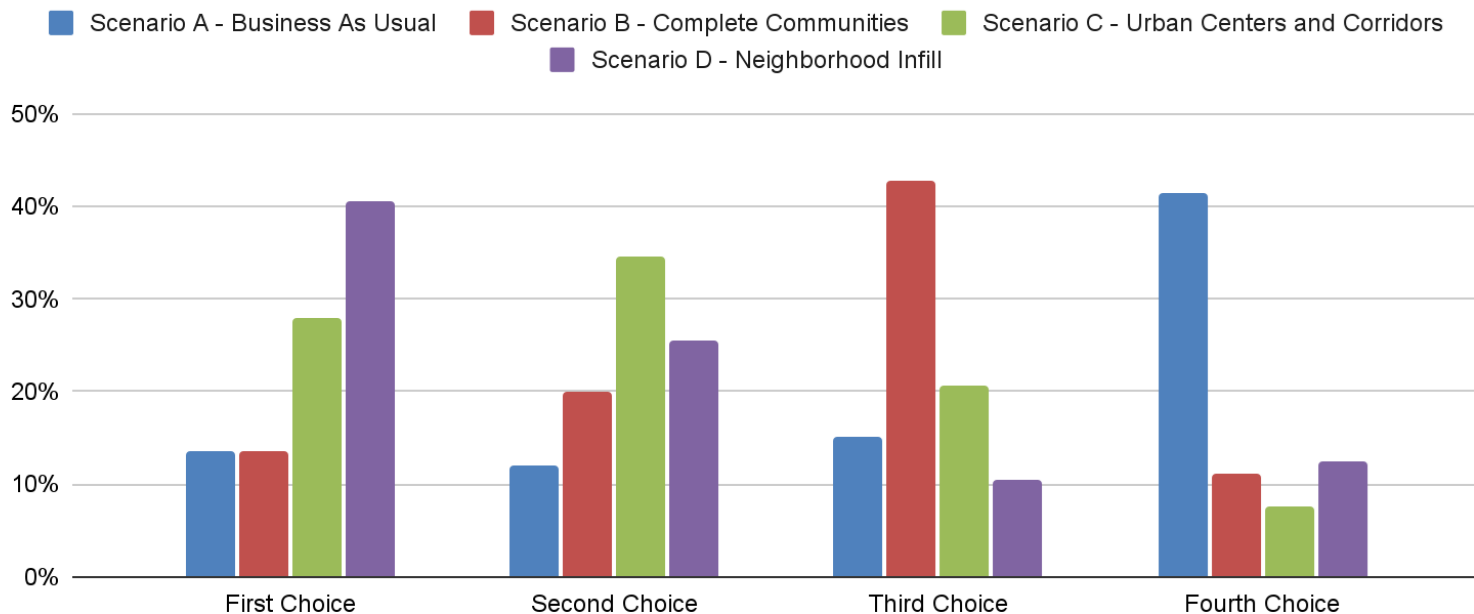
What should be the top priority for expanding transportation options in the region?,



# Scenario Choosing Survey

Source: Cascadia Partners / Scenario Preference Questionnaire

## Scenario Choice



*When presented with the implications of all 4 scenarios and given the opportunity to choose, most respondents to the scenario preference survey supported scenarios C and D. This may tell us that even though residents like the way things are today, it doesn't mean they aren't open to change.*

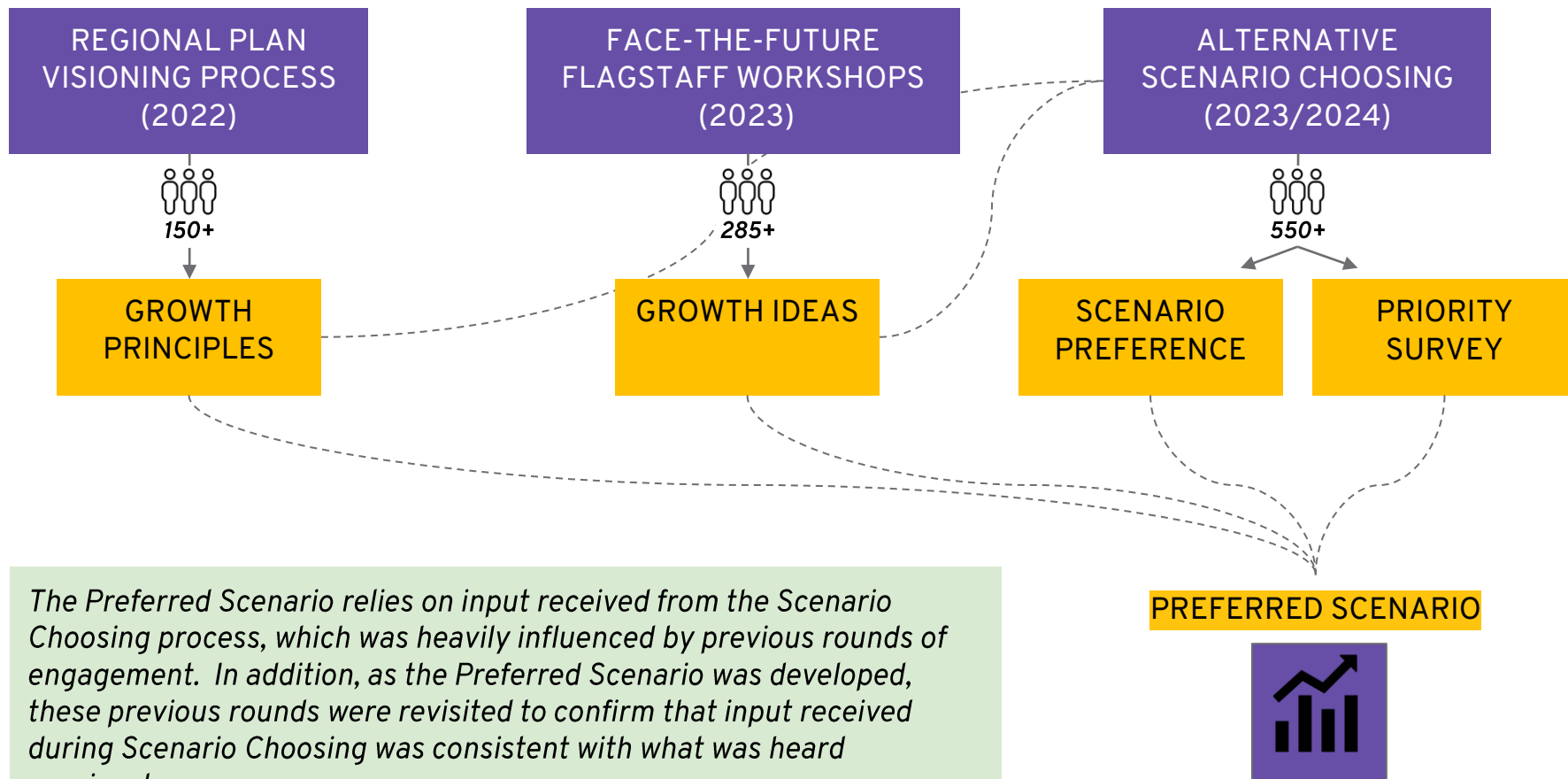
# 02

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## Developing the Preferred Scenario

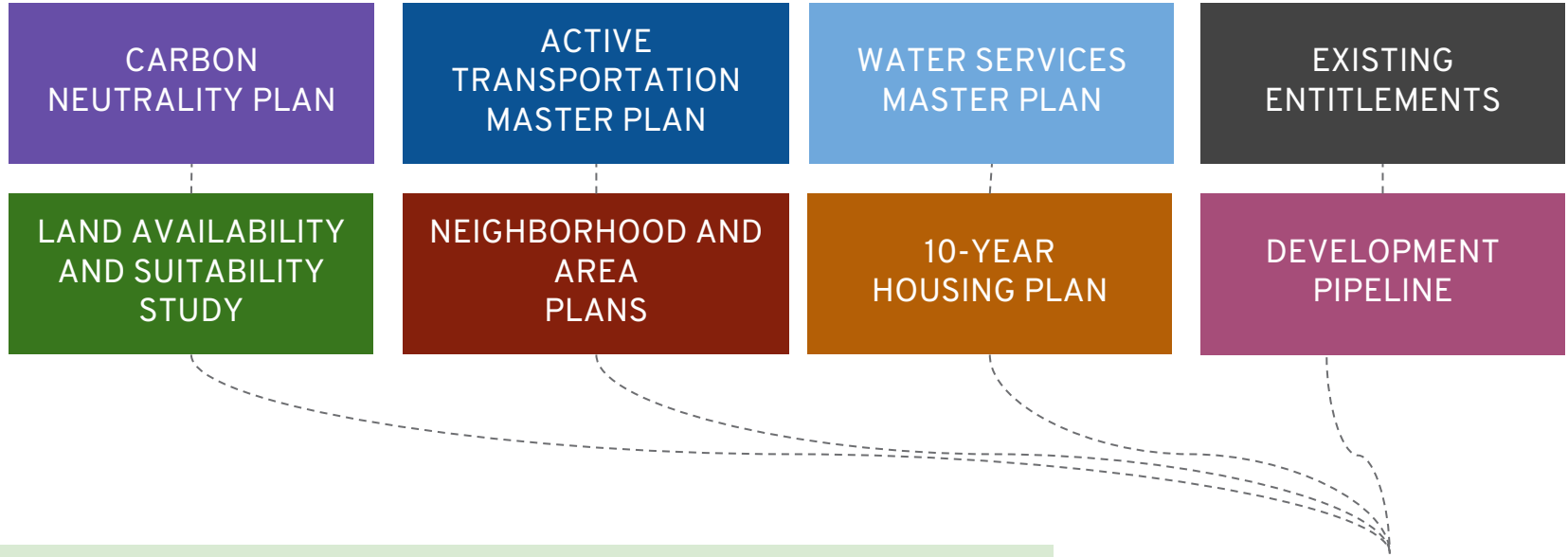
How public input, modeling, and other efforts influenced the preferred scenario.

# Public Engagement → Preferred Scenario



*The Preferred Scenario relies on input received from the Scenario Choosing process, which was heavily influenced by previous rounds of engagement. In addition, as the Preferred Scenario was developed, these previous rounds were revisited to confirm that input received during Scenario Choosing was consistent with what was heard previously.*

# Adopted Plans and Policies → Preferred Scenario



*In addition to being based on input received from regional residents and stakeholders, the Preferred Scenario integrated policies from ongoing and recently completed planning processes.*

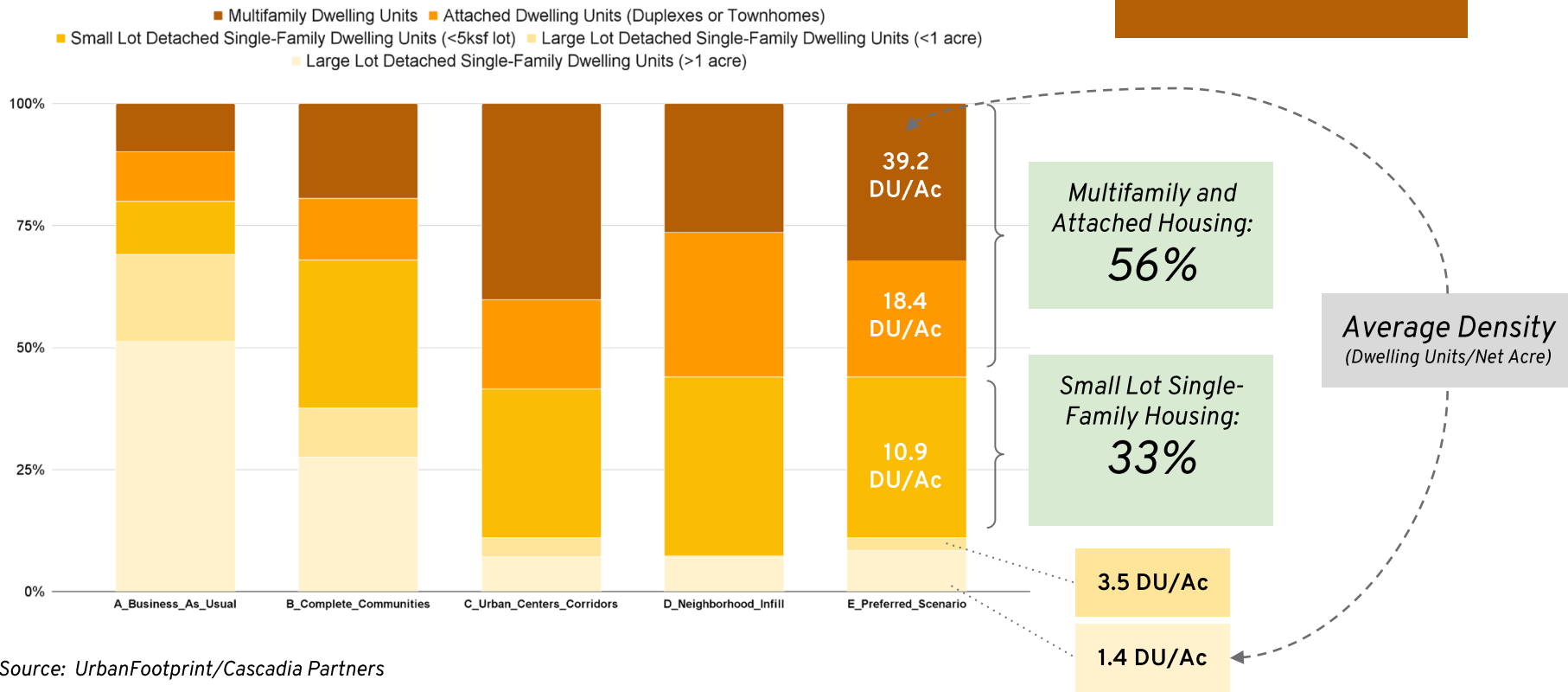
*These included the City of Flagstaff's LASS, ATMP, and Housing Plan as well as adopted City and County Area and Neighborhood Plans.*

**PREFERRED SCENARIO**



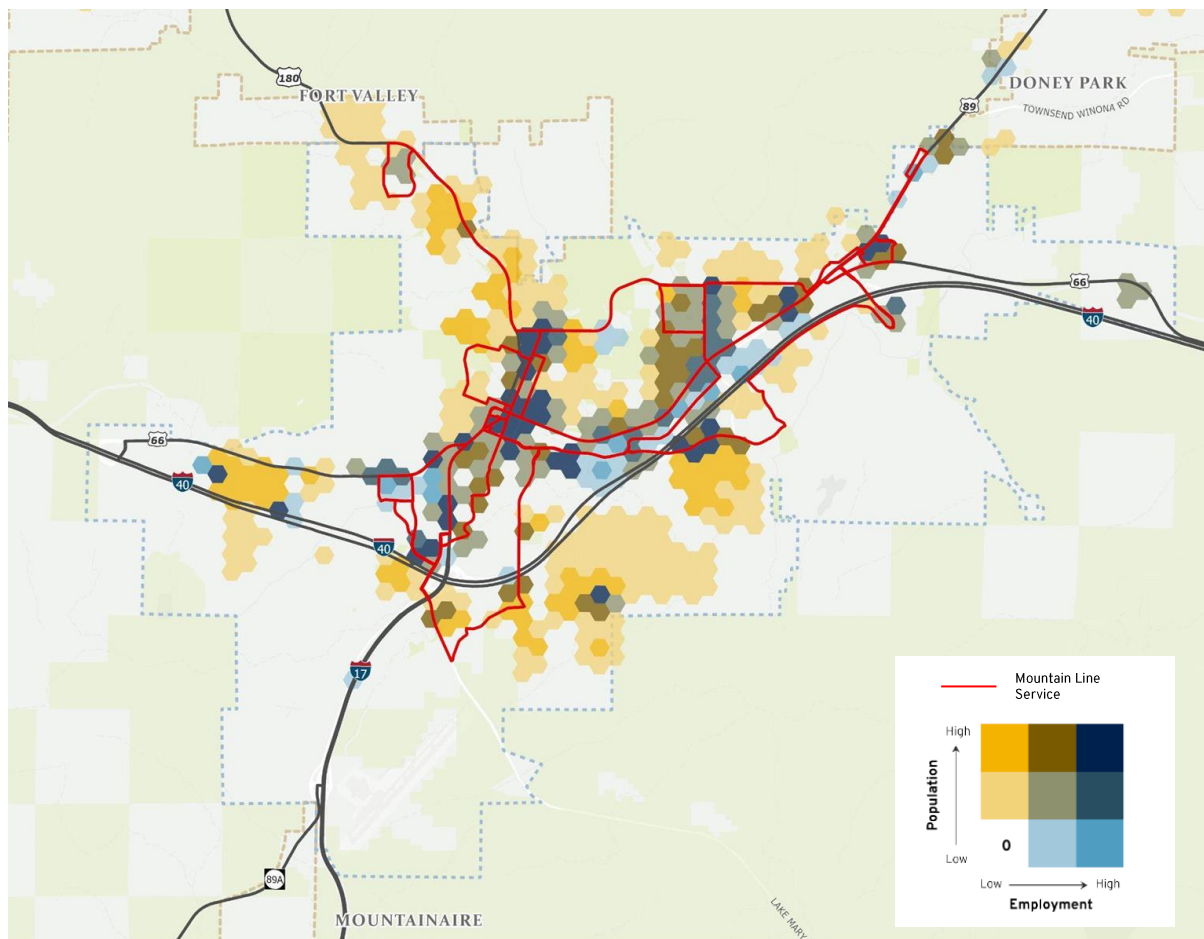
# 10 Year Housing Plan → Preferred Scenario

Share of New Dwelling Units by Type, By Scenario



Source: UrbanFootprint/Cascadia Partners

# ATMP: Transit → Preferred Scenario



## ACTIVE TRANSPORTATION MASTER PLAN

*Consistent with what we heard from the Scenario Choosing process, the Preferred Scenario was designed with the ATMP in mind.*

*This slide shows how growth was oriented around **existing transit service**.*

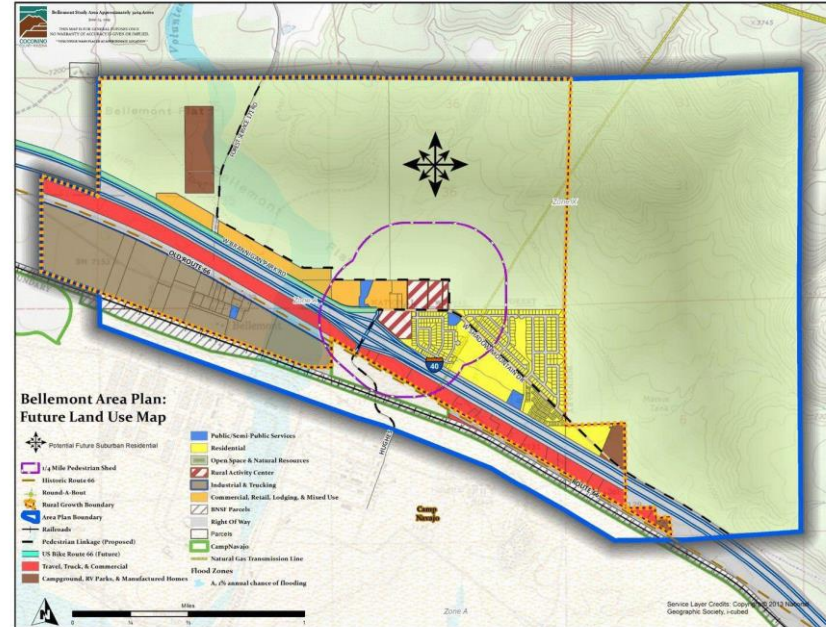
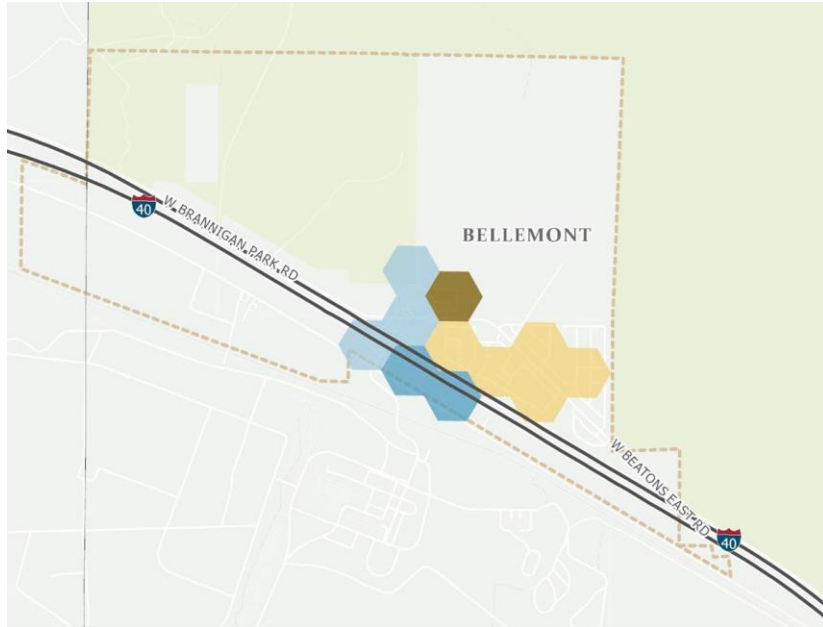
Source: UrbanFootprint/  
Cascadia Partners

# Bellemont Area Plan → Preferred Scenario

*In order to build consistency with other City-led efforts, the Preferred Scenario incorporated recently-completed small area plans such as the Bellemont Area Plan.*

*This slide shows how growth reflects findings future land use assumptions from the Bellemont Area Plan (other plans were also integrated in a similar manner).*

## COUNTY AREA PLANS



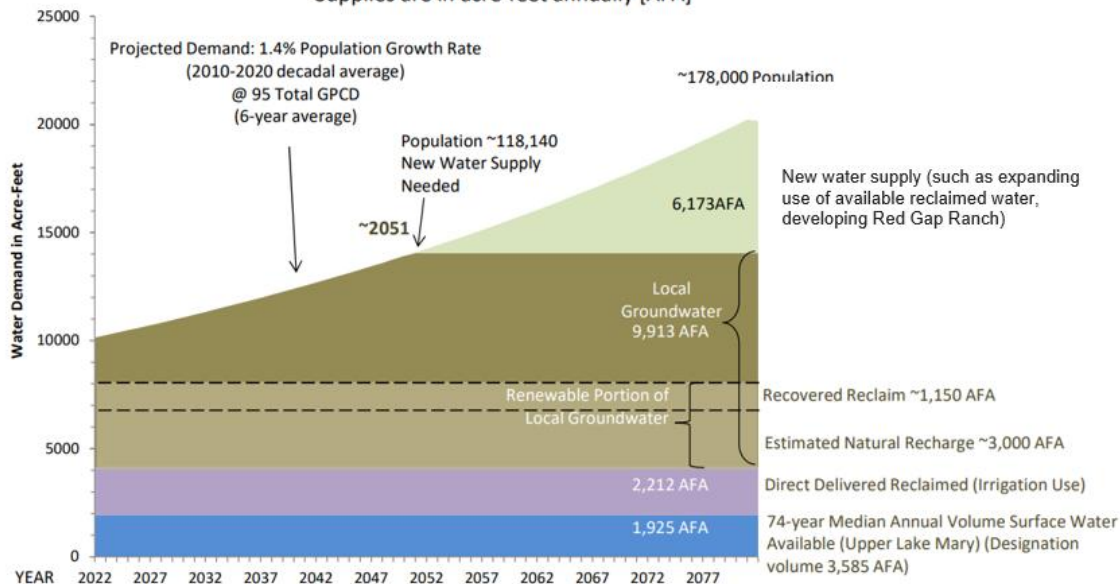
# Water Services Master Plan → Preferred Scenario

Cascadia Partners calibrated UrbanFootprint's water module using local data from the City of Flagstaff's water services department. In addition, Cascadia verified that total water demand implied by the Preferred Scenario was below the demand estimated in the Water Services Master Plan "Basecase" water demand scenario.

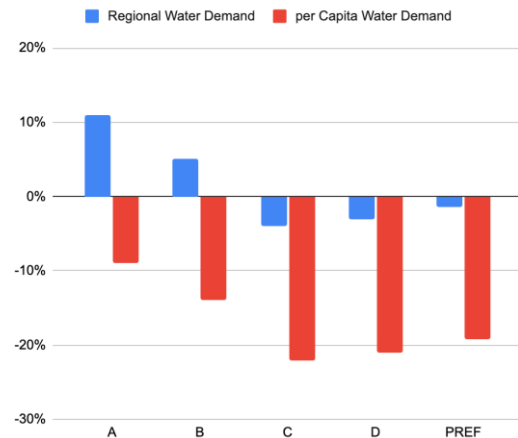
## WATER SERVICES MASTER PLAN

### City of Flagstaff Future Water Supply Needs – Basecase Scenario

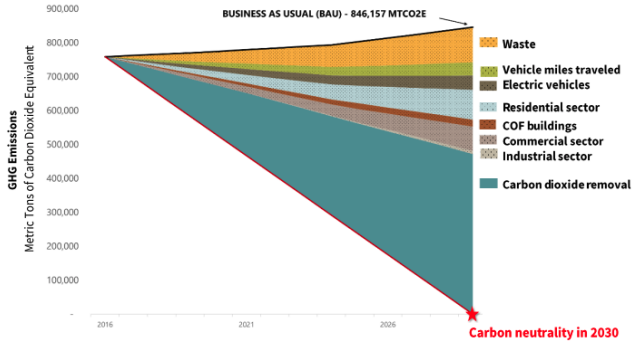
Supplies are in acre-feet annually [AFA]



### Percent Change in Regional and per Capita Water Demand by Scenario



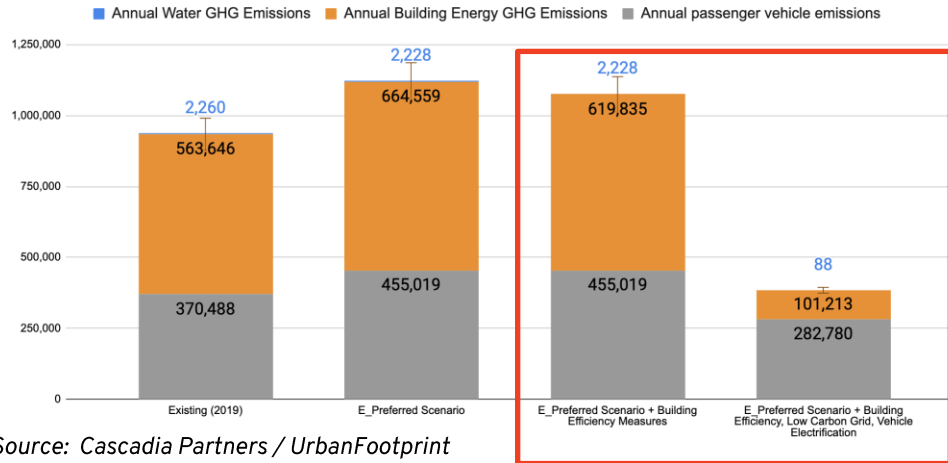
# Carbon Neutrality Plan → Preferred Scenario



Source: Flagstaff Carbon Neutrality Plan

## CARBON NEUTRALITY PLAN

### Annual GHG Emissions by Source



Source: Cascadia Partners / UrbanFootprint

While the Preferred Scenario does not achieve carbon neutrality, it minimizes increases over today's carbon emissions. It should be noted that baseline performance of the Preferred Scenario does not take into account building efficiency measures, fuel economy improvements, and shifts in APS's energy portfolio.

While the source of these GHG reductions is largely due to factors outside the City and County's control (vehicle fleet, APS, etc), it is encouraging to see that the Preferred Scenario sets the region up to achieve neutrality if many of these ambitious goals are met.

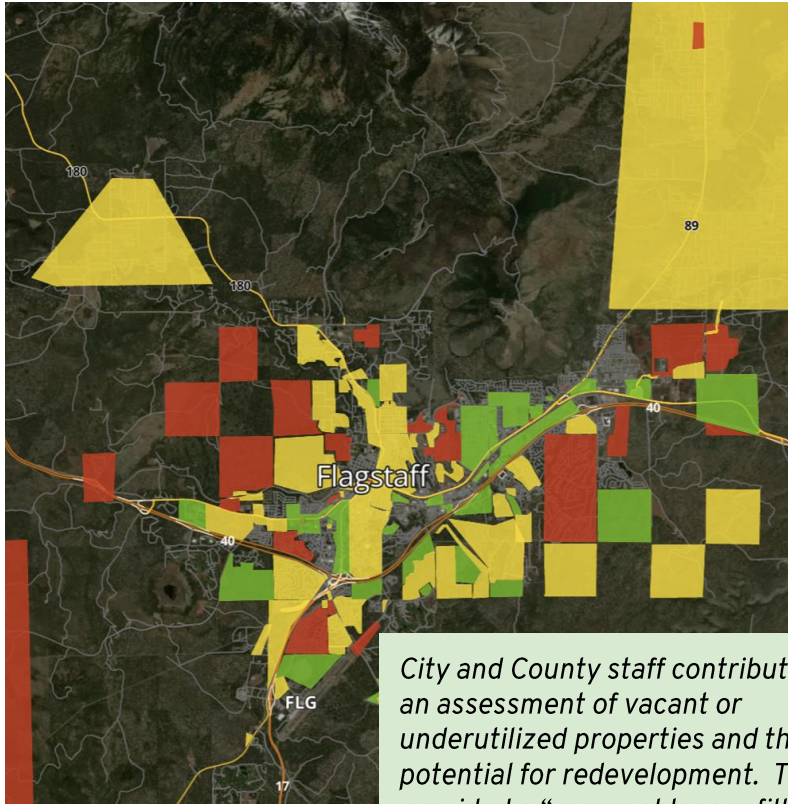
# Development Pipeline → Preferred Scenario

Cascadia Partners developed a “build out” analysis for the region using zoning data and GIS. This included extensive research on existing entitlements to ensure that scenarios did not create potential prop 207 conflicts.

## EXISTING ENTITLEMENTS

ZONE NAME	ZONE ABBREV.	JURISDICTION	GIS ACRES (FMPO BOUND.)	RESIDENTIAL	RETAIL	OFFICE	INDUSTRIAL	INSTITUTIONAL	EDUCATION	HOTEL	ADU	MIN DU/AC	MAX DU/AC	MIN LOT SIZE	MIN LOT WIDTH	MIN LOT
Agr. Res.- 1AC min.	AR	COUNTY	1,232.4	x							X	N/A	1	1 acre	100 feet	150 f
Agr. Res.- 1 1/2AC min.	AR-1 1/2	COUNTY	11.0	X							X	N/A	1 per 1.5 acres	1.5 acres	100 feet	150 f
Agr. Res.- 2AC min.	AR-2	COUNTY	705.3	x							X	N/A	1 per 2 acres	2 acres	100 feet	150 f
Agr. Res.- 2 1/2AC min.	AR-2 1/2	COUNTY	10,773.1	x							X	N/A	1 per 2.5 acres	2.5 acres	100 feet	150 f
Agr. Res.- 5AC min.	AR-5	COUNTY	13,812.7	x							X	N/A	1 per 5 acres	5 acres	100 feet	150 f
Central Business	CB	CITY	34.6	X	X	X		X	X	X		N/A	29	7,000 sf	50 feet	N/A
Central Business (Prop 207)	CB_CUP	CITY	0.6	X	X	X		X	X	X		N/A	70	7,000 sf	50 feet	N/A
Community Commercial	CC	CITY	386.1	X	X	X		X	X		X	N/A	29	9,000 sf	60 feet	100 f
Community Commercial (Prop 207)	CC_CUP	CITY	17.6	X	X	X		X	X		X	N/A	70	9,000 sf	60 feet	100 f
Community Commercial (In RPO, Out AC)	CC_RPO	CITY	3.3	X	X	X		X	X		X	N/A	22	9,000 sf	60 feet	100 f
Comm. Gen.-10,000 sq.ft. min	CG-10,000	COUNTY	38.5		x	x		X	x	x		N/A	N/A	10,000 sf	60 feet	100 f
Comm. Gen.-10,000 sq.ft. min (In AC)	CG-10,000_AC	COUNTY	120.1	x (as mixed use only)	x	x		X	x	x		N/A	N/A	10,000 sf	60 feet	100 f
Comm. Heavy-10,000 sq.ft. min	CH-10,000	COUNTY	231.7		x	x		X	x	x		N/A	10,000 sf	50 feet	100 f	
Comm. Heavy-10,000 sq.ft. min (In AC)	CH-10,000_AC	COUNTY	67.6	x (as mixed use only)	x	x		X	x	x		N/A	10,000 sf	50 feet	100 f	
Neighborhood Commercial	CN-0.5/A	COUNTY	1.8	x (as mixed use only)	x	x			x		n/a	n/a	0.5 acres	100	100	
Neighborhood Commercial - 2 AC min.	CN-2/A	COUNTY	2.2	x (as mixed use only)	x	x			x		n/a	n/a	2 acres	100	100	
Commercial Service	CS	CITY	45.9	X	X	X	X	X	X			N/A	29	9,000 sf	60 feet	100 f
Commercial Service (In RPO, Out AC)	CS_RPO	CITY	8.4	X	X	X	X	X	X			N/A	22	9,000 sf	60 feet	100 f
Estate Residential	ER	CITY	130.7	X							X	N/A	1	1 acre	149 feet	N/A
Estate Residential (In RPO, Out AC)	ER_RPO	CITY	1,648.2	X							X	N/A	1	1 acre	149 feet	N/A
General-10AC min.	G	COUNTY	8,464.8	x							x	N/A	1 per 10 acres	10 acres	300 feet	300 f
Highway Commercial	HC	CITY	806.7	X	X	X		X	X	X		N/A	29	9,000 sf	60 feet	100 f
Highway Commercial (Prop 207)	HC_CUP	CITY	68.3	X	X	X		X	X	X		N/A	70	9,000 sf	60 feet	100 f
Highway Commercial (In RPO, Out AC)	HC_RPO	CITY	332.5	X	X	X		X	X	X		N/A	22	9,000 sf	60 feet	100 f
Highway Commercial (In RPO, Out AC, Prop 207)	HC_RPO_CUP	CITY	56.5	X	X	X		X	X	X		N/A	70	9,000 sf	60 feet	100 f
Heavy Industrial	HI	CITY	146.8	X			X	X	X			N/A	N/A	20,000 sf	100 feet	150 f
Heavy Industrial Open	HI-O	CITY	23.5	X			X	X	X			N/A	N/A	20,000 sf	100 feet	150 f
High Density Residential	HR	CITY	726.9	X							X	10	29	6,000 sf	50 feet	75 f
High Density Residential (In RPO, Out AC)	HR_RPO	CITY	362.6	X							X	10	22	6,000 sf	50 feet	75 f
Unimproved 5,000 sq. ft. min.	U5000	COUNTY	244.9				x							6,000 sf	60	100

# Development Pipeline → Preferred Scenario



*City and County staff contributed to an assessment of vacant or underutilized properties and their potential for redevelopment. This provided a “reasonableness filter” that was applied to all scenarios, including the Preferred Scenario.*

Source: City of Flagstaff, Coconino County, Cascadia Partners

## DEVELOPMENT PIPELINE

**RED** – “No Go Zone” - Parcels that are unlikely to develop in any scenario due to environmental or ownership constraints

**YELLOW** – “Respect the Pipeline” - Parcels that are likely to develop in a specific way due to development agreements – should look the same in all scenarios.

**GREEN** – “On the Table” - Parcels with infrastructure or redevelopment potential or those that could have potential if public resources were prioritized to support their development.

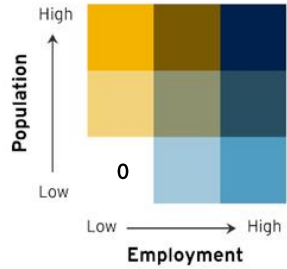
# 03

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## Preferred Scenario Performance

Analysis of indicators and a comparison across all scenarios.

# Scenario A: Business as Usual



Population: 0/40/400

Employment: 0/60/650

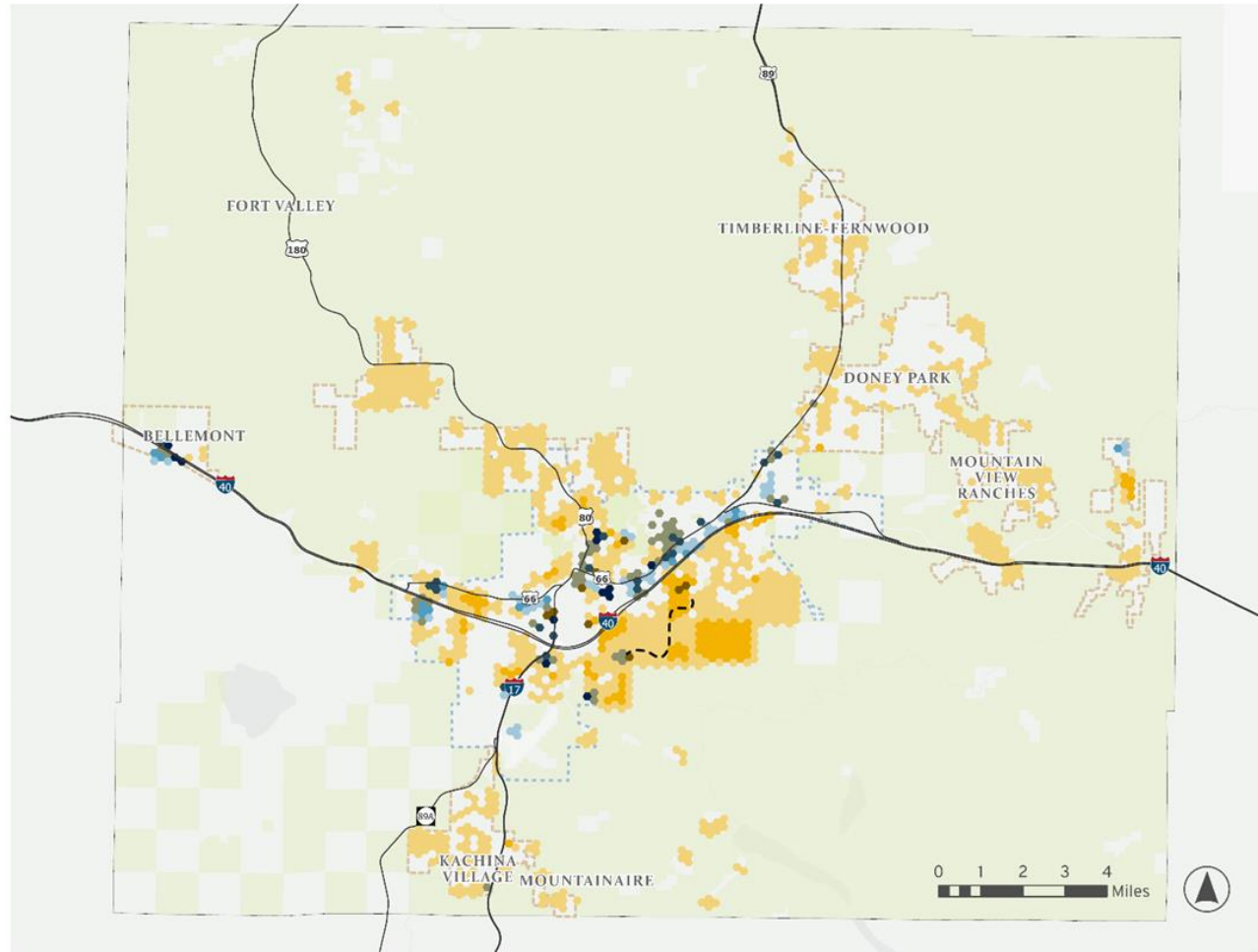
— Major Roads

- - - JWP Future Alignment

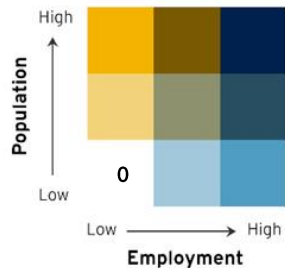
□ Urban Growth Boundary

□ Rural Growth Boundary

□ Open Space



# Scenario B: Complete Communities



Population: 0/40/400

Employment: 0/60/650

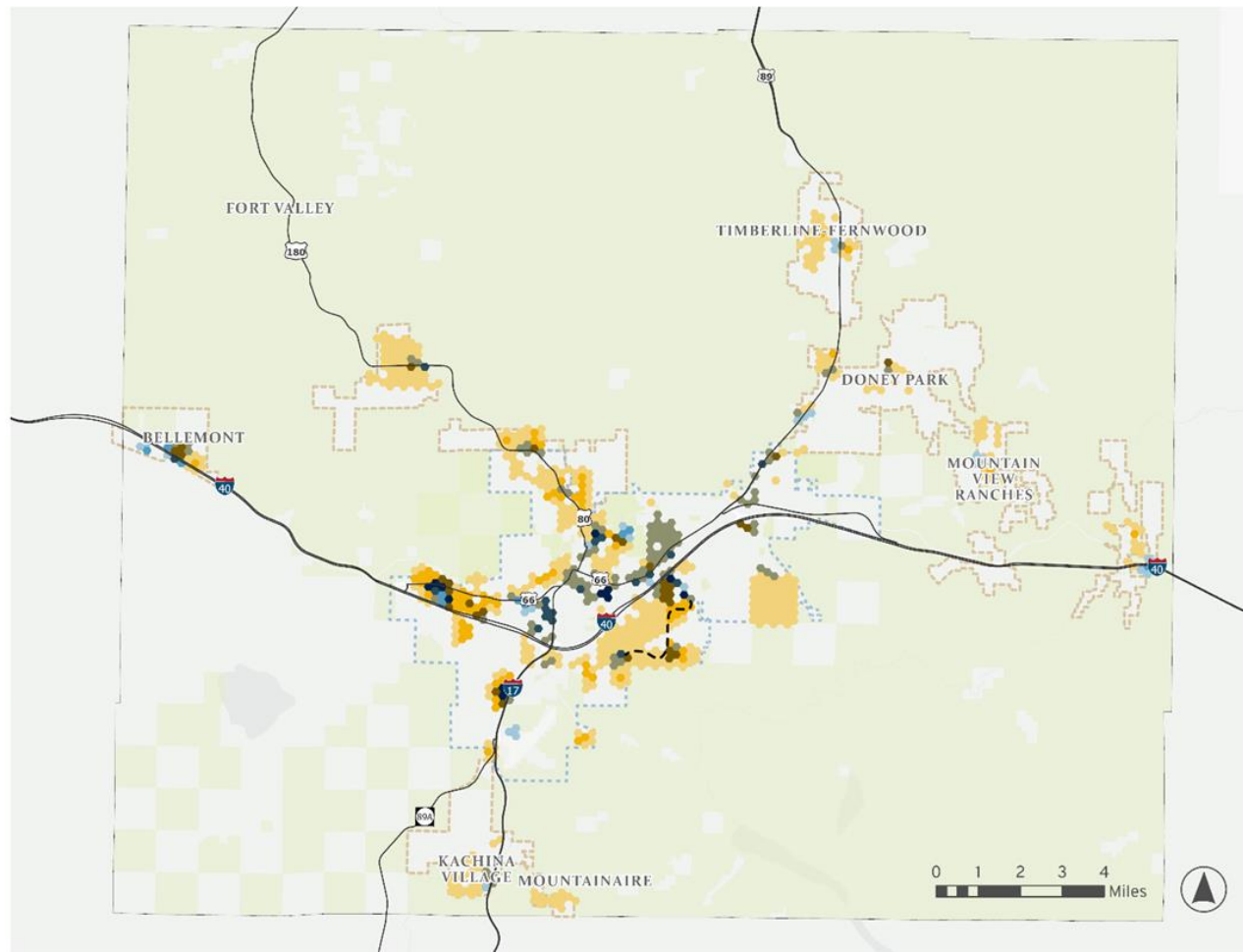
— Major Roads

- - - JWP Future Alignment

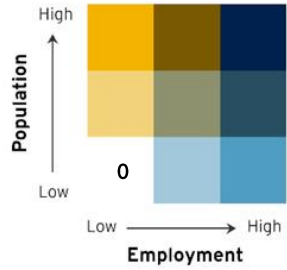
□ Urban Growth Boundary

□ Rural Growth Boundary

□ Open Space



# Scenario C: Urban Centers and Corridors



Population: 0/40/400

Employment: 0/60/650

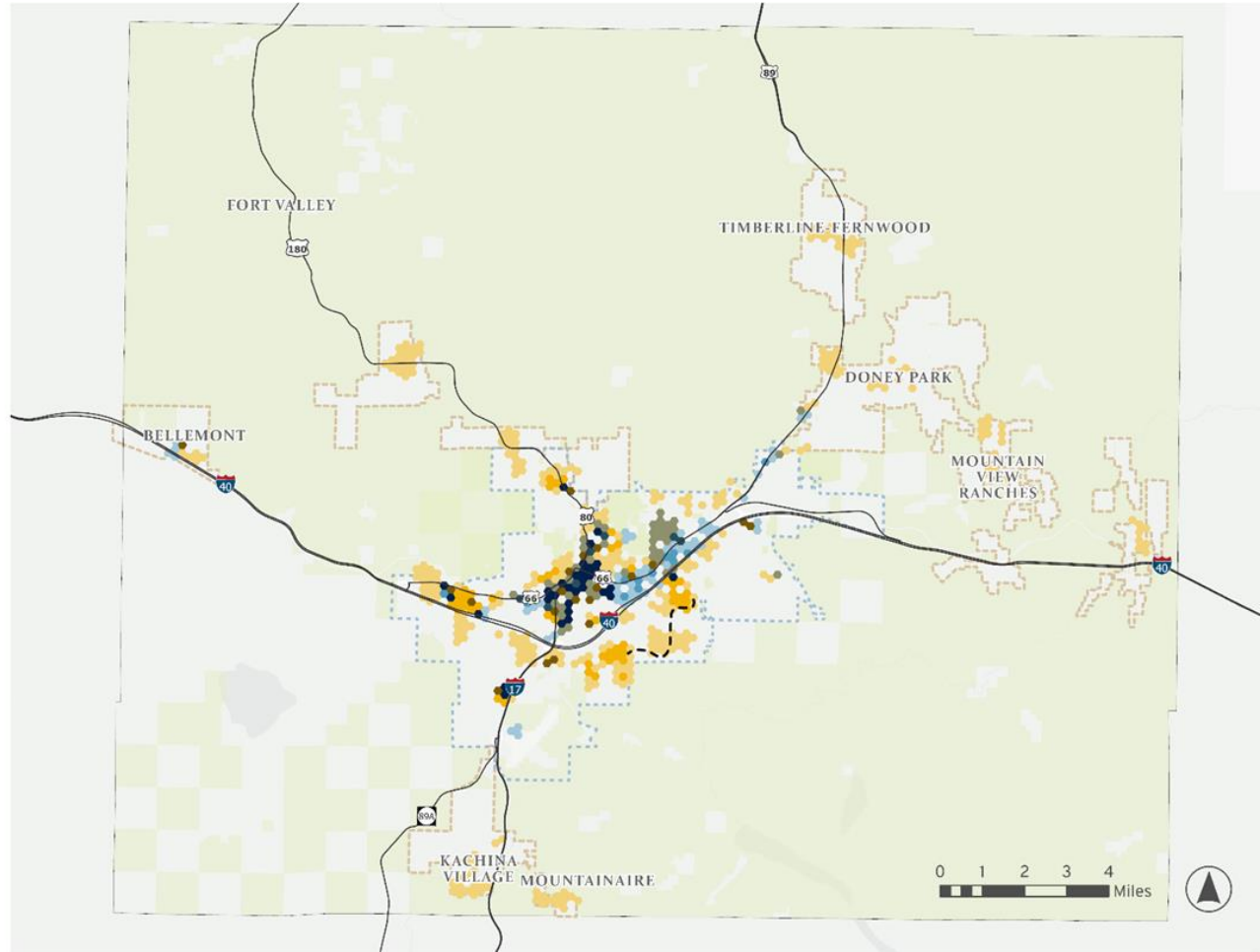
— Major Roads

- - - JWP Future Alignment

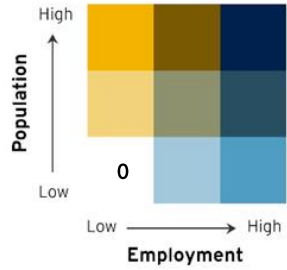
□ Urban Growth Boundary

□ Rural Growth Boundary

□ Open Space



# Scenario D: Neighborhood Infill



Population: 0/40/400

Employment: 0/60/650

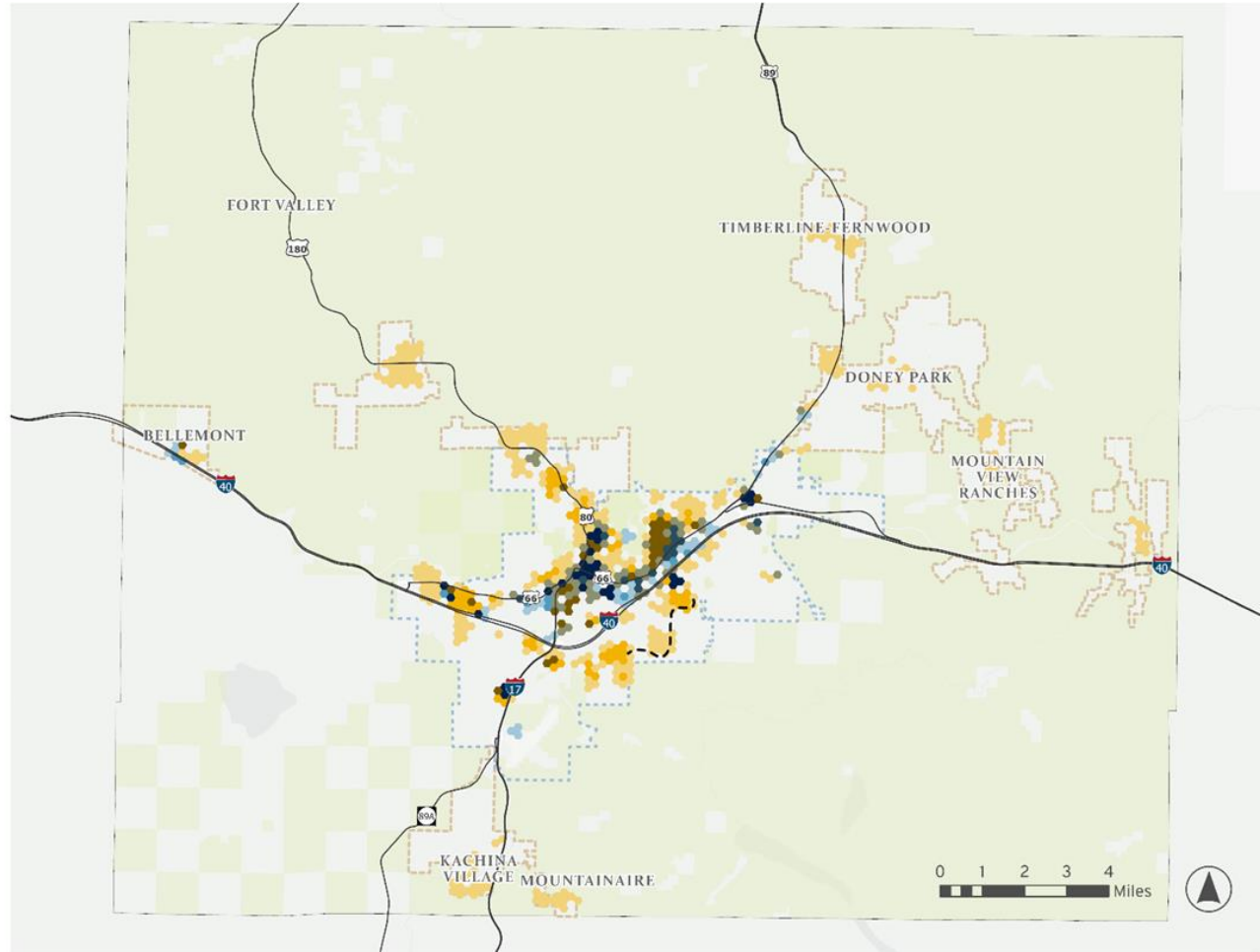
— Major Roads

- - - JWP Future Alignment

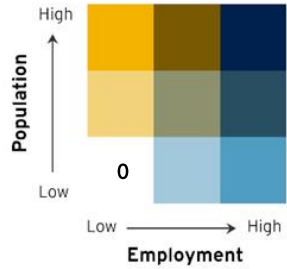
□ Urban Growth Boundary

□ Rural Growth Boundary

□ Open Space



# Scenario E: Preferred Scenario



Population: 0/40/400

Employment: 0/60/650

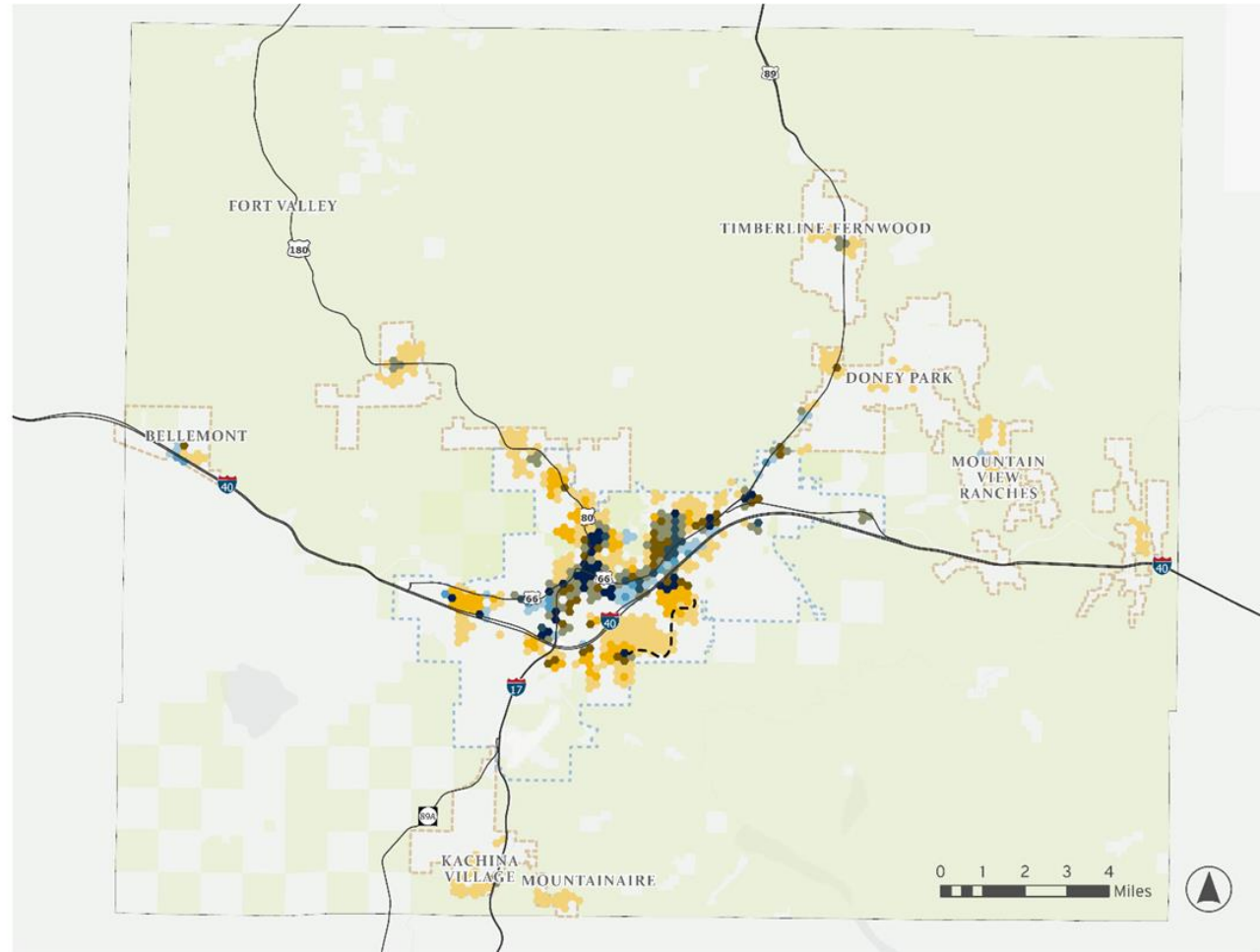
— Major Roads

- - - JWP Future Alignment

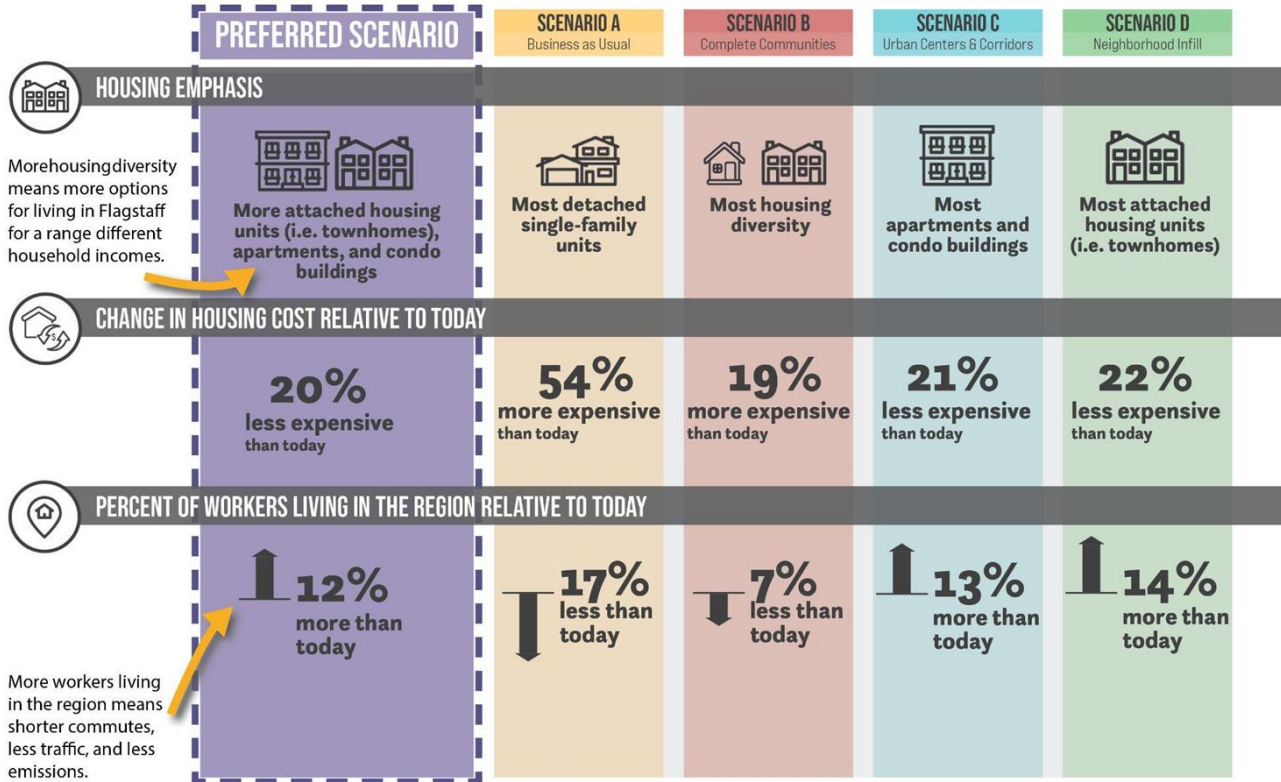
□ Urban Growth Boundary

□ Rural Growth Boundary

□ Open Space

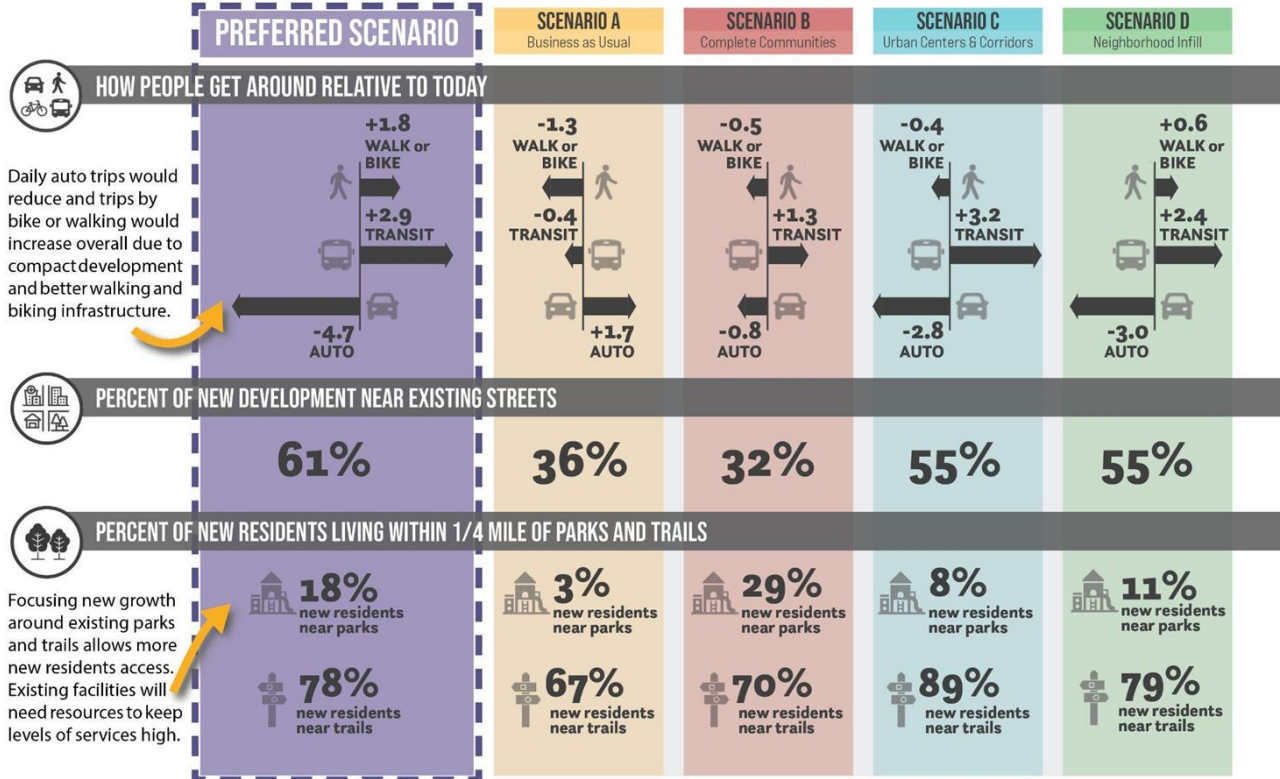


# COMPARE SCENARIO PERFORMANCE LIVABILITY & AFFORDABILITY



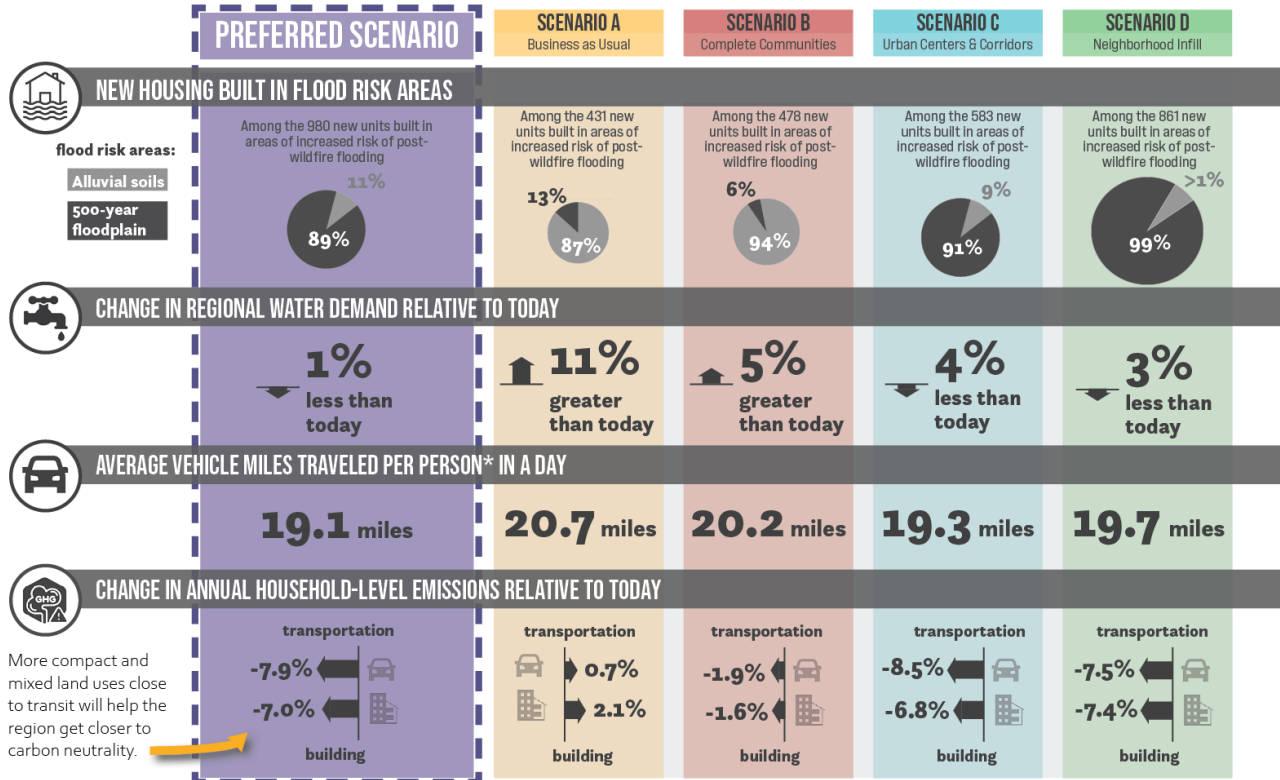
*With respect to housing diversity and affordability, the Preferred Scenario gets most of its influence from scenarios C and D. However, it does incorporate a larger focus on compact single-family development from scenario B.*

# COMPARE SCENARIO PERFORMANCE TRANSPORTATION + INFRASTRUCTURE



*Due to an increased focus on growth around existing transit service and existing or planned infrastructure, the Preferred Scenario achieves slightly better mode split outcomes than other scenarios.*

# COMPARE SCENARIO PERFORMANCE CLIMATE CHANGE RESILIENCE



*The Preferred Scenario performs similar to scenario D in terms of hazard risk and lands between scenario B and scenarios C and D in terms of water demand. VMT performance is better than any other scenario due to an increased focus on development around existing transit service and existing or planned infrastructure.*

\*Average vehicle miles traveled (VMT) per person is calculated as VMT per service population

### Why is the Preferred Scenario good for the region?

- ✓ Helps get us closer to our carbon neutrality goals
- ✓ Reduces per capita driving, water demand, and energy use
- ✓ Makes efficient use of existing infrastructure
- ✓ Supports the region's existing transit infrastructure
- ✓ Creates economic opportunities for rural communities
- ✓ Puts more residents near high quality parks and trails
- ✓ Creates more opportunities for housing that is attainable for the region's workforce



Questions?

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# 04

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## **From Preferred Scenario to Future Growth Illustration**

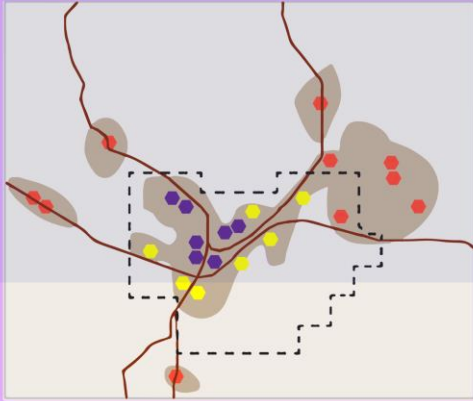
Overview of the 2045 Regional Plan “Growth Concept”

# Role of the Preferred Scenario

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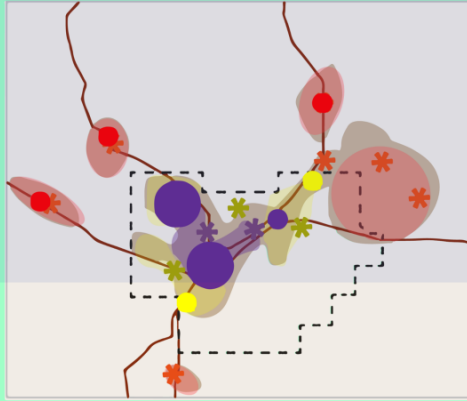
## Preferred Scenario

Identifies Areas of Growth and Change



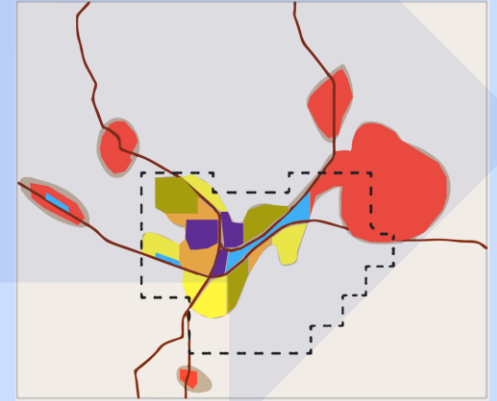
## Growth Concept

Defines the Location of Centers, Corridors, and Neighborhoods

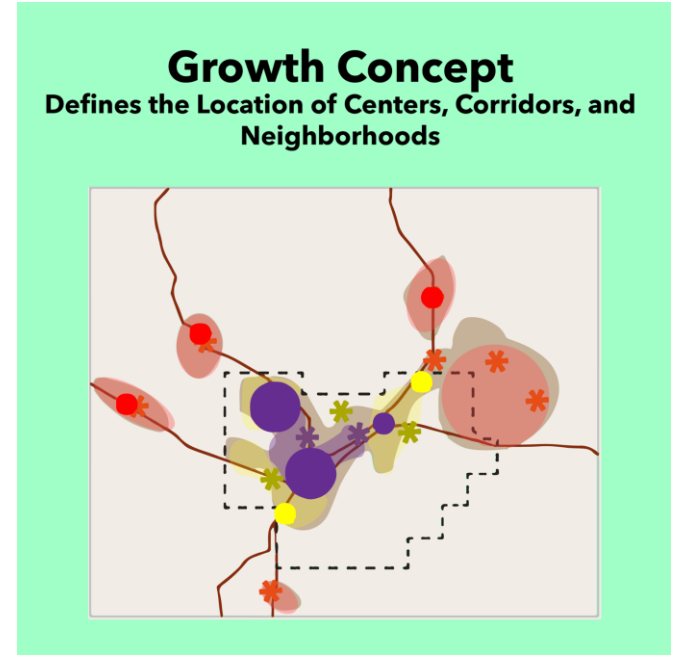


## Future Growth Illustration

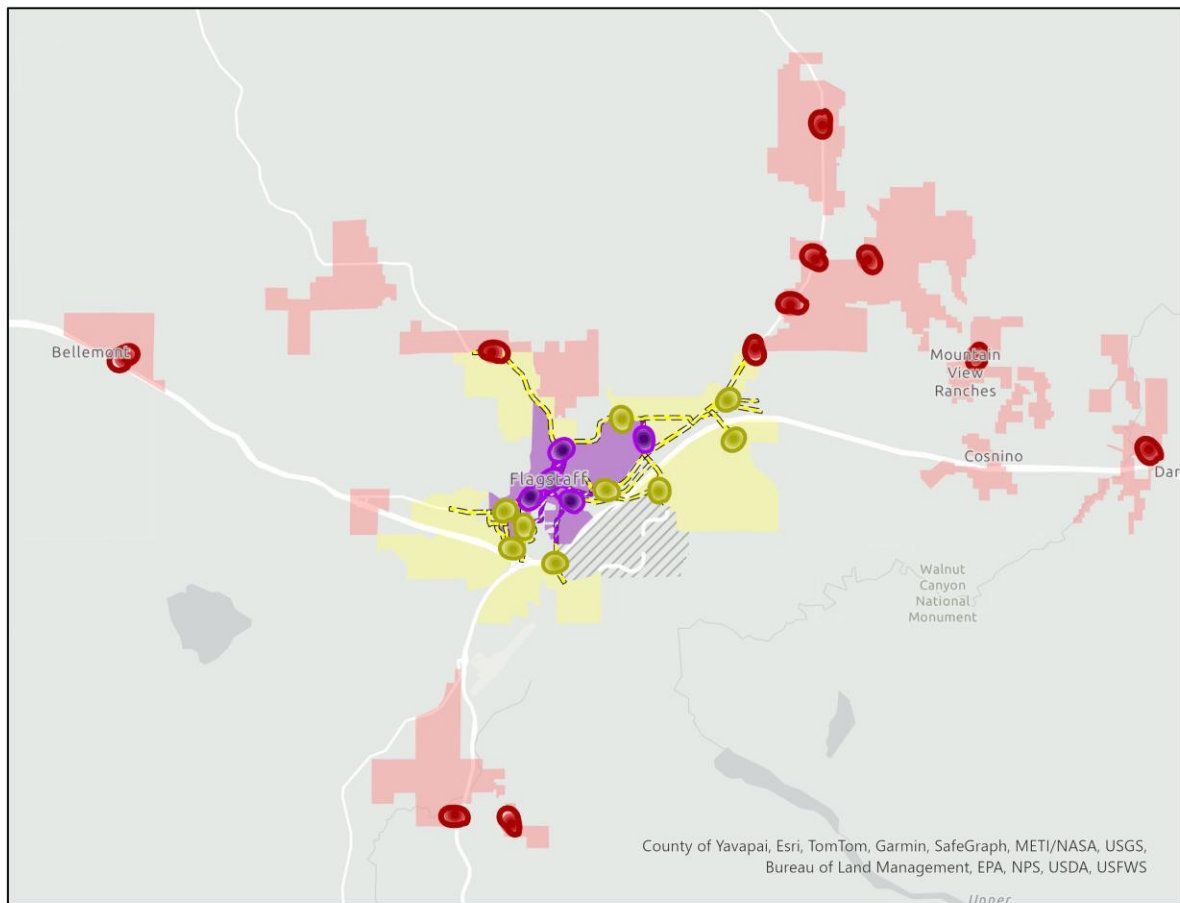
Guides Future Use, Intensity, and Character



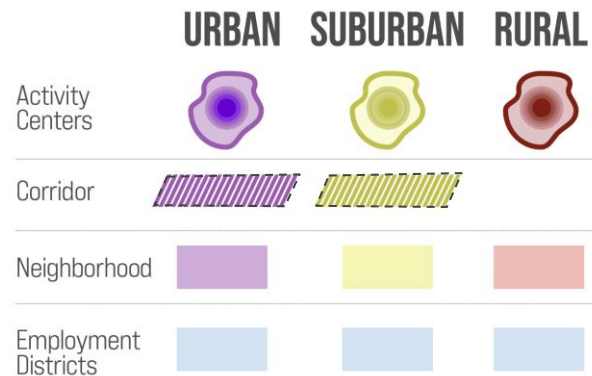
# Role of the Preferred Scenario



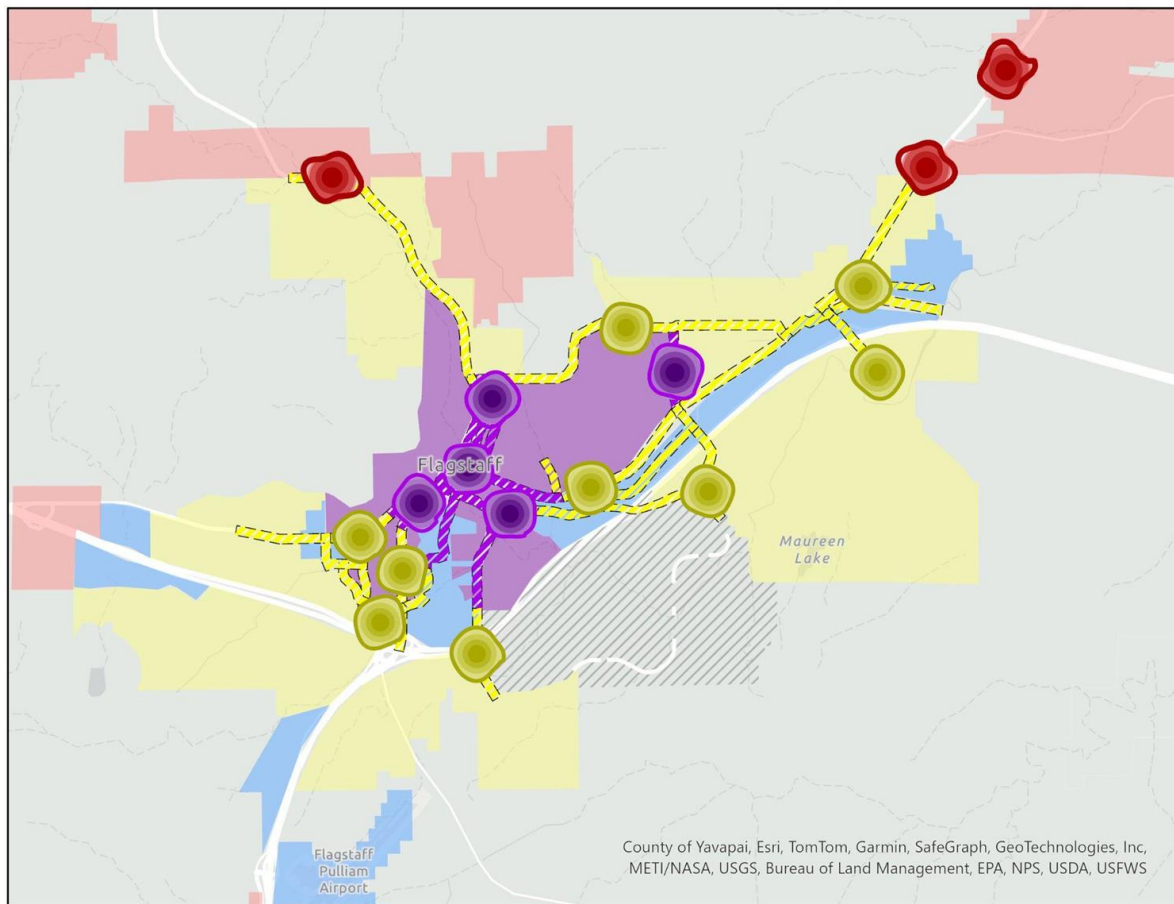
# Regional Plan 2045 Growth Concept



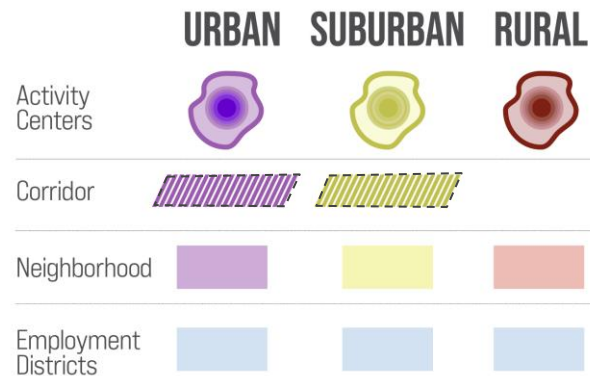
*The Preferred Scenario is a vision of Flagstaff's future with a lot of benefits for the region. Making that vision a reality will mean growing in a more compact way than we have in the past. The Regional Growth Concept map shows the shape of development in the region in 2045 using building blocks: activity centers, corridors, neighborhoods, and employment districts.*



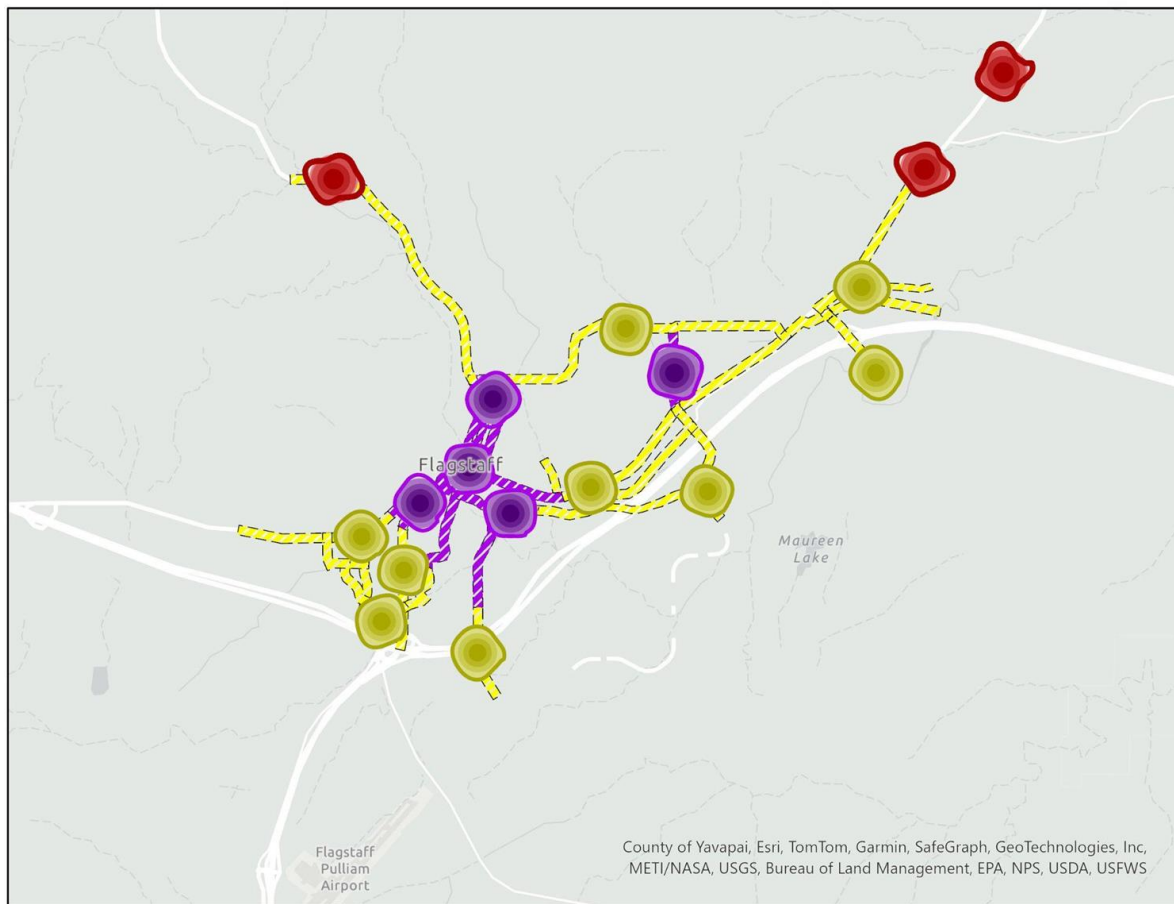
# Regional Plan 2045 Growth Concept (Zoomed)



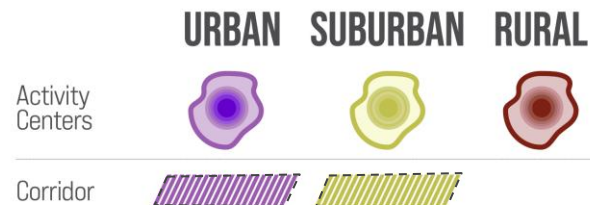
*The Preferred Scenario is a vision of Flagstaff's future with a lot of benefits for the region. Making that vision a reality will mean growing in a more compact way than we have in the past. The Regional Growth Concept map shows the shape of development in the region in 2045 using building blocks: activity centers, corridors, neighborhoods, and employment districts.*



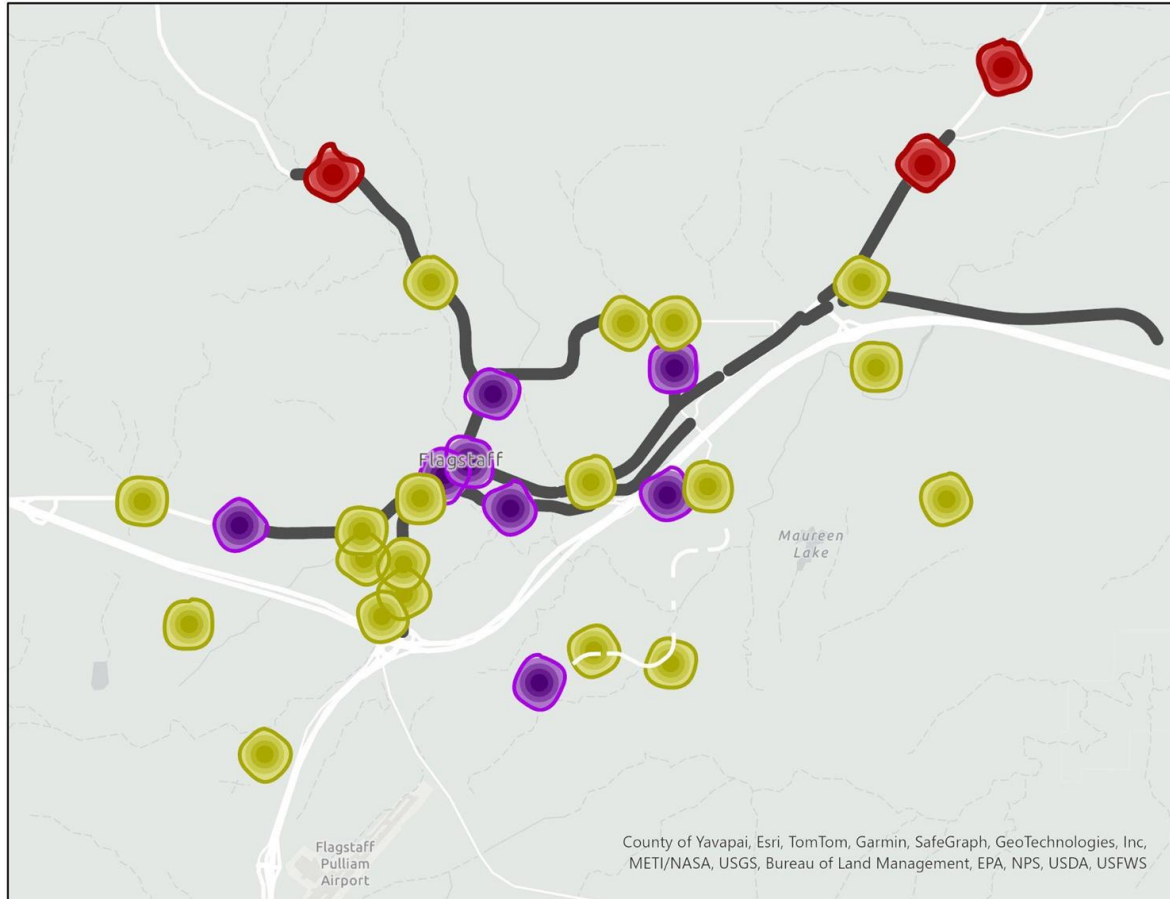
# 2045 Activity Centers



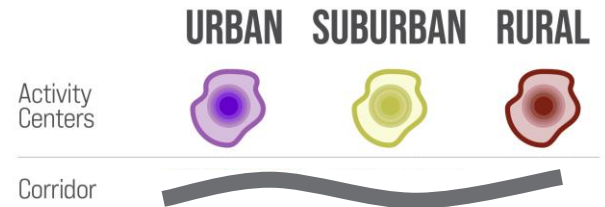
The 2045 Regional Growth Concept features only 14 urban and suburban activity centers - far fewer than the 26 activity centers in the 2030 Regional Plan.



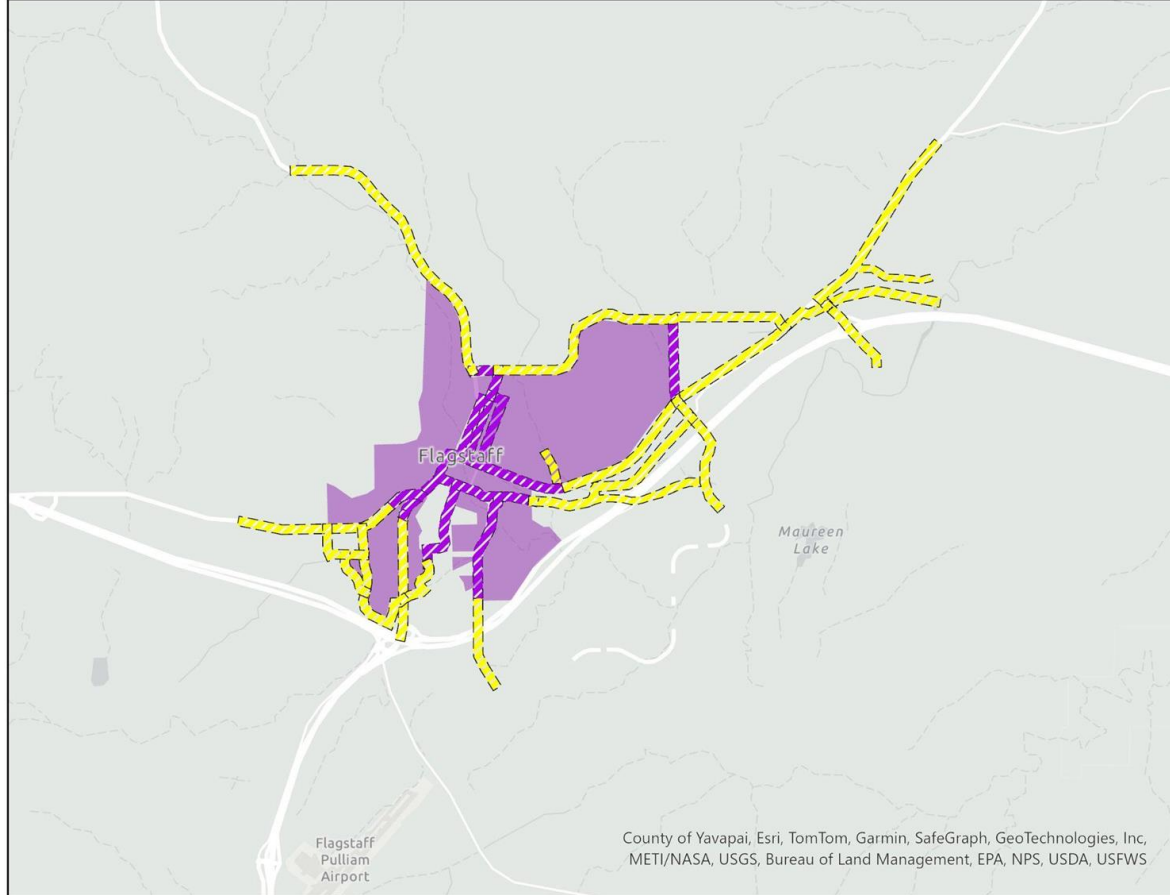
# 2030 Activity Centers



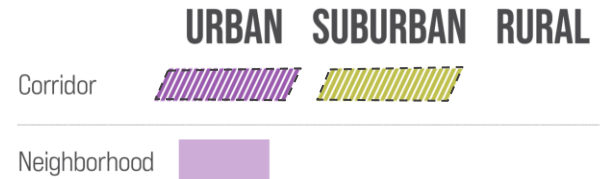
*Reducing the number of Activity Centers has two surprising benefits: First, it allows the City and County to focus scarce public dollars for maximum benefit. Second, prioritizing Activity Centers close to existing infrastructure and jobs will encourage less driving and shorter trips.*



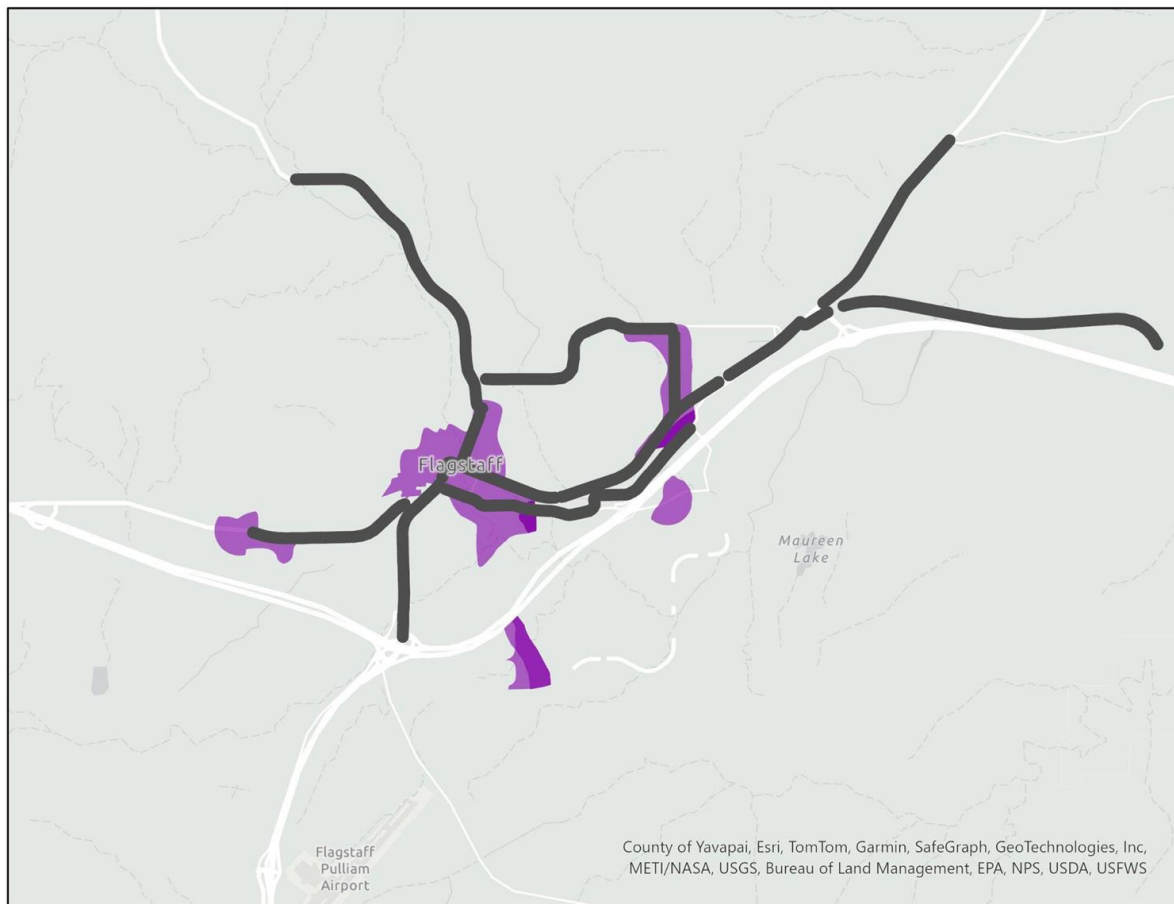
# 2045 Urban Neighborhoods



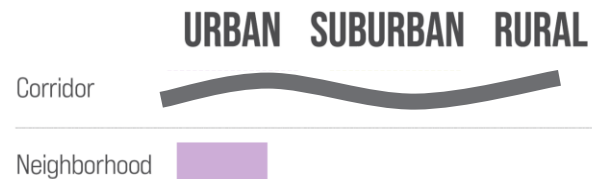
*When compared to the 2030 Regional Plan, the footprint of Urban Neighborhoods in the 2045 Growth Concept is much larger. This means more areas where compact development and new housing options will be encouraged.*



# 2030 Urban Neighborhoods



*The Flagstaff Region has a severe housing shortage. One way the Preferred Scenario tries to fix this problem is by allowing a greater variety of smaller attached and multifamily housing types. Expanding the footprint of Urban Neighborhoods will mean changes to zoning that encourage duplexes and triplexes, as well as apartment buildings in some locations.*

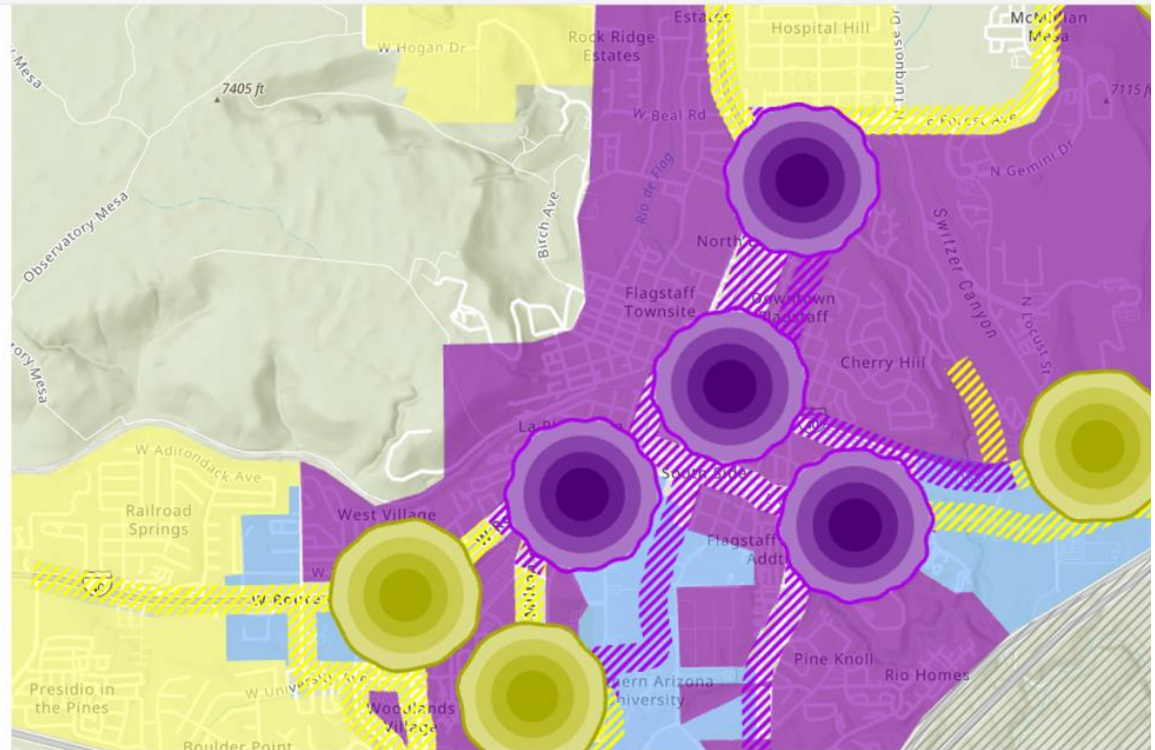


# Growth Concept “Storymap”



## The 2045 Regional Growth Concept

The Preferred Scenario is a vision of Flagstaff's future with a lot of benefits for the region. Making that vision a reality will mean growing in a more compact way than we have in the past. The Regional Growth Concept map shows the shape of development in the region in 2045 using building blocks: activity centers, corridors, neighborhoods, and employment districts.



# 05

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## Other Concepts and Policy Direction

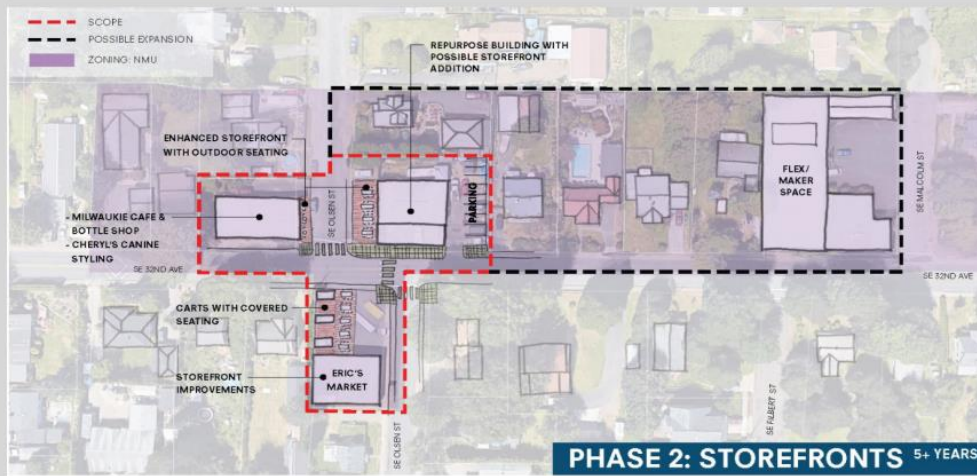
How the preferred scenario could influence the Regional Plan

# Preferred Scenario -> Neighborhood Node Concept

**Phase 1 shows the short-term redevelopment of a hub through pop-up locations.**



**Phase 2 illustrates how over time the pop-up locations spur permanent redevelopment.**



Source: City of Milwaukie, Oregon

Throughout the scenarios process, we heard a desire for more destinations within a short drive, walk, or bike of established neighborhoods. This desire was expressed consistently from respondents throughout the region.

While Activity Center fulfill this desire, their level of activity is likely too high and they are too numerous to realistically achieve their vision. This led us to a less intense version of an Activity Center called a “Neighborhood Node”. These nodes could be as small as a vacant lot or existing commercial use with a large parking lot. The vision for these nodes is modest - sometimes only temporary uses are envisioned.

## Growth and Land Use

- Better align future growth illustration with permanent transit network.
- Consider reductions to required parking in new development and manage and monetize on-street parking
- Designate neighborhood nodes - pockets of current or future commercial activity within neighborhoods - as part of the neighborhood or sector planning process.
- Complete sector plans for the City of Flagstaff. Integrate existing neighborhood plans into sector plans. Define standard components of sector plans. Sector plans include planning for activity centers, corridors, neighborhoods, and nodes within each sector.
- Enable and encourage housing that provides a more compact and attainable alternative to detached single-family homes such as auxiliary dwelling units (ADUs), middle housing, and apartments.
- Revise the City of Flagstaff Zoning Code and County Comprehensive Plan in accordance with the Regional Plan's development framework and future land use map.

## Transportation

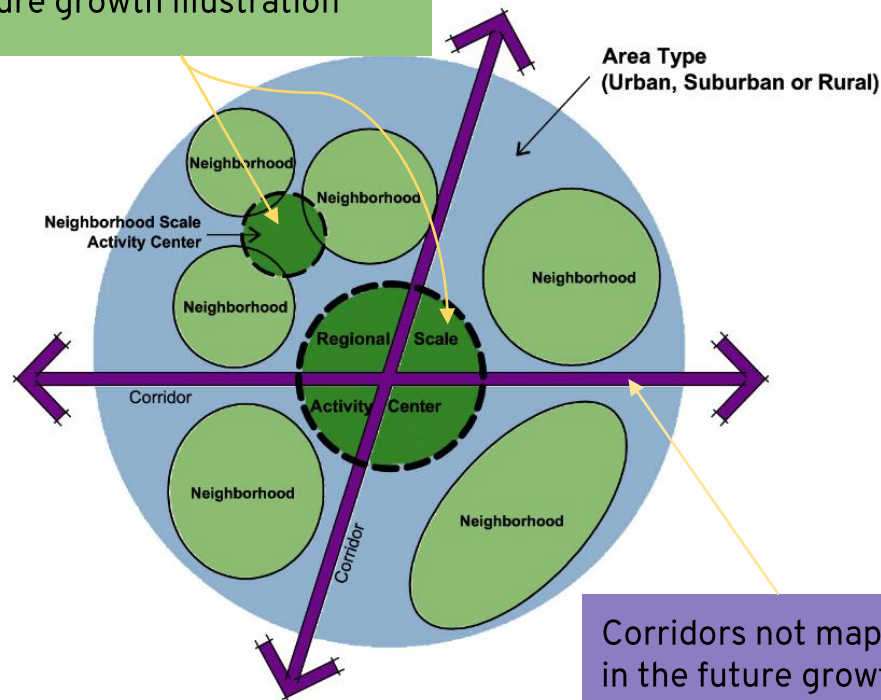
- Align capital improvement planning to support moderate densification of existing neighborhoods and infill in general.
- Encourage transit-supportive land uses around the permanent transit network.
- Support financial initiatives (bond levies, sales taxes etc) to increase regional funding for multimodal infrastructure.
- Define priority snow routes and relax restrictions on on-street parking in winter to enable lower parking ratios in future development.

## Social and Economic Systems

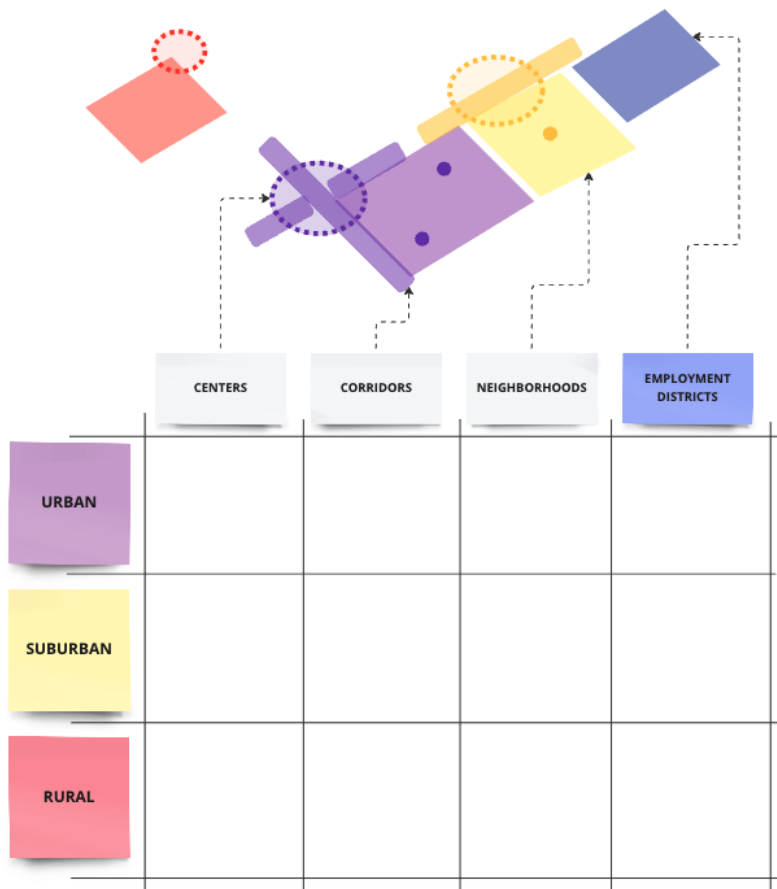
- When considering a policy change or public investment, consider its benefits and mitigate its potential harms to vulnerable populations and meaningfully engage with those populations.
- Set goals for housing the region's workforce locally. Do this as an equity strategy and a climate change strategy.

	ACTIVITY CENTERS	CORRIDORS	NEIGHBORHOODS
URBAN	NEIGHBORHOOD REGIONAL		
SUBURBAN	NEIGHBORHOOD REGIONAL		
RURAL	NEIGHBORHOOD REGIONAL		
EMPLOYMENT CENTERS			
PARKS / INDUSTRIAL AREAS			
SPECIAL PLANNING AREAS			

Regional and neighborhood ACs not differentiated in future growth illustration



Corridors not mapped in the future growth illustration



Future land use palette that is parcel-specific, has a character statement defining key urban form characteristics and relationship with zoning districts.

CENTERS

- URBAN CENTER
- SUBURBAN CENTER
- RURAL CENTER

CORRIDORS

- URBAN CORRIDOR
- SUBURBAN CORRIDOR

NEIGHBORHOODS

- URBAN NEIGHBORHOOD
- SUBURBAN NEIGHBORHOOD
- RURAL NEIGHBORHOOD
- URBAN NODE
- SUBURBAN NODE

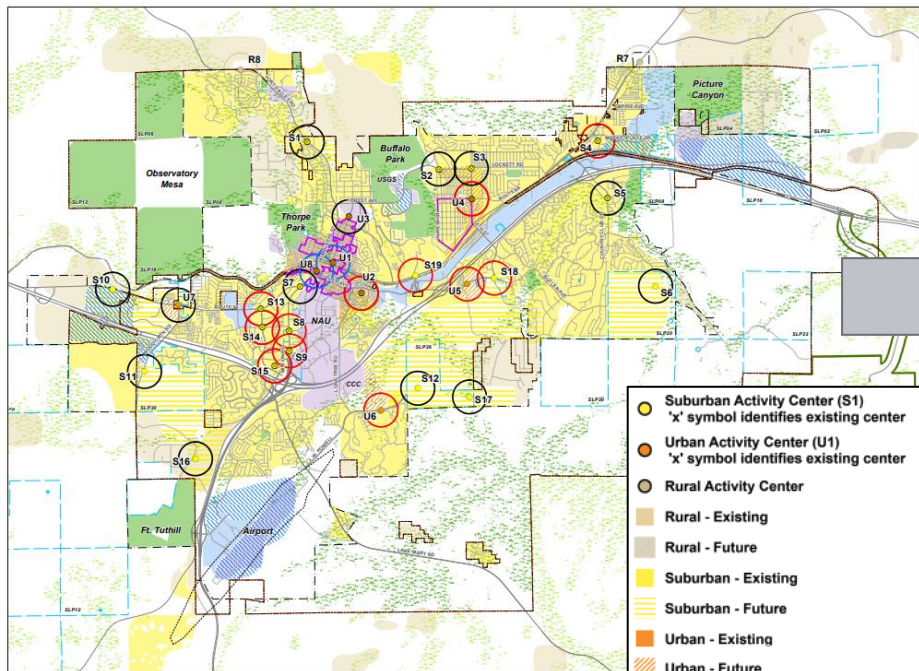
EMPLOYMENT DISTRICTS

- EMPLOYMENT DISTRICT
- UNIVERSITY / MEDICAL DISTRICT

OTHER

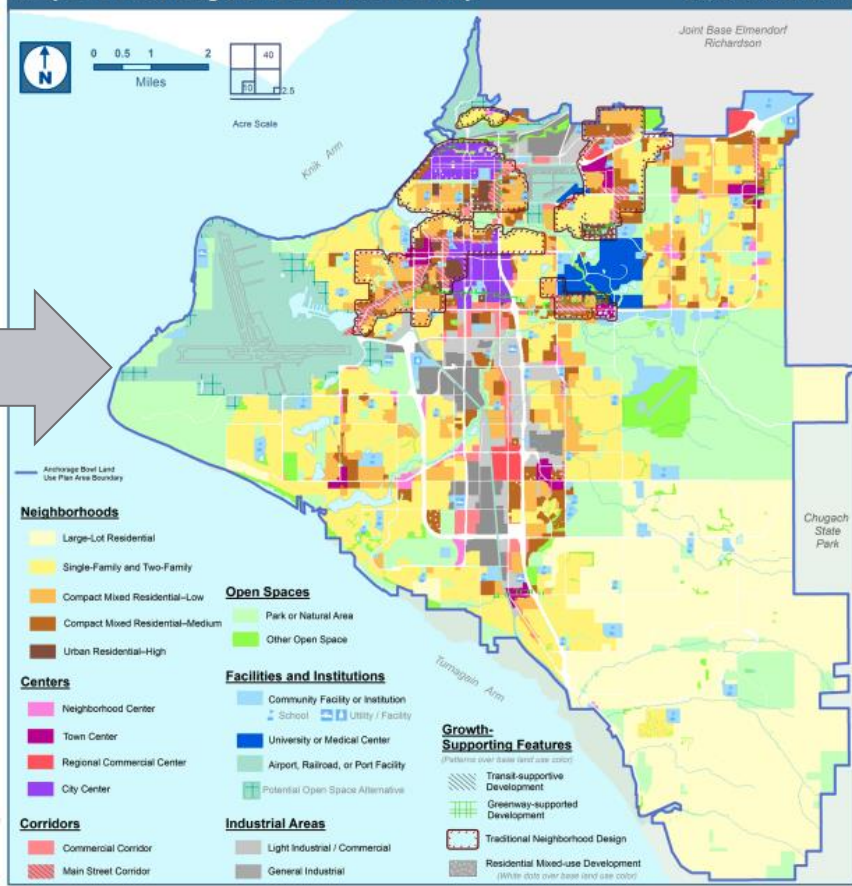
- SCHOOL / PUBLIC FACILITY
- PARK / OPEN SPACE

# Future Growth Illustration



- Suburban Activity Center (S1)  
'x' symbol identifies existing center
- Urban Activity Center (U1)  
'x' symbol identifies existing center
- Rural Activity Center
- Rural - Existing
- Rural - Future
- Suburban - Existing
- Suburban - Future
- Urban - Existing
- Urban - Future
- Special Planning Area
- Existing Employment/Light Ind.
- Future Employment
- Parks Open Space

Map 2-1. Anchorage 2040 Land Use Plan Map September 26, 2017



- Anchorage Base Land Use Plan Area Boundary
- Neighborhoods**
- Large-Lot Residential
  - Single-Family and Two-Family
  - Compact Mixed Residential-Low
  - Compact Mixed Residential-Medium
  - Urban Residential-High
- Open Spaces**
- Park or Natural Area
  - Other Open Space
- Centers**
- Neighborhood Center
  - Town Center
  - Regional Commercial Center
  - City Center
- Facilities and Institutions**
- Community Facility or Institution
  - University or Medical Center
  - Potential Open Space Alternative
- Corridors**
- Commercial Corridor
  - Main Street Corridor
- Industrial Areas**
- Light Industrial / Commercial
  - General Industrial
- Growth-Supporting Features**  
(Patterns over base land use color)
- Transit-supportive Development
  - Greenway-supported Development
  - Traditional Neighborhood Design
  - Residential Mixed-use Development

- Areas away from employment and services, where low-density development helps avoid traffic congestion; and
- Areas of attached single-family and two-family development.

## Compact Mixed Residential-Low

This designation provides for a compatible, diverse range of single-family, attached, and smaller-scale apartment housing choices in the same neighborhood.

### Uses

- Single-family detached homes on standard-sized single-family lots.
- Accessory dwelling units may also occur.
- Small-lot single-family homes, cottage home courts, attached single-family, two-family, and other kinds of compact housing.
- Townhomes and smaller apartment structures that are consistent with the area's scale and intensity.
- A neighborhood-wide mix of housing types, unit sizes, and household incomes.
- Compatible infill on vacant or underutilized lots is encouraged.

### Character

- Lots generally 6,000 square feet or larger.
- Lot size for a single dwelling may be reduced in small-lot housing, attached single-family, and townhomes.
- Retains the characteristics of single-family



Compact Courtyard Housing

- neighborhoods, such as front and rear yards, front entries, driveways, and building height.
- The building scale, appearance, and street orientation of new multi-unit/attached housing development is compatible with a neighborhood built environment that includes single-family homes and invites walking.
- Infill Design Principles to enhance connections and pedestrian access, and for relationship to surrounding neighborhoods apply (Section 2.1).

### Density

- 5 to 15 housing units per gross acre, with 8 or more near Centers or Transit-supportive Development corridors.

### Zoning

- R-2M primarily; R-2D to assist transition areas between different zoning districts.



Neighborhood Infill Housing: A Site Built with a Duplex and a House Facing the Street, and Townhouse Units in back on Alley



Small-lot Single-family Homes, Each on its Own Lot. Shared Driveway and Utility Easements. Front Unit is Oriented to the Street with Front Entrance and Path.

- New small-scale compact housing district between R-2D and R-2M.

Discussion of appropriate uses

Character statement

Basic density quantification (ranges)

Precedent Imagery

Zoning crosswalk

Figure 2-4. Crosswalk between Bowl-wide and Area-specific Land Use Designations

Anchorage 2040 Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan
Main Street Corridor	Spenard Commercial Center Fairview Mixed Use Corridor Muldoon Corridor District Mountain View Mixed-use Corridor	W F E MV
Park or Natural Area	Park or Natural Areas Park(s) and Natural Resource(s) Park Existing Recreation; Open Space, Wetlands, and Recreation Recreation and Recreation-Related Public Purposes Watershed; Greenbelt; Active Recreation Open Space or Park/Open Space	F E, GH, H, W MV, U Tu35 FNB D, TuPLI
Other Open Space	Other Areas that Function as Park and Natural Resource Other Park or natural area Greenbelt Natural Area Recreation and Recreation-Related Public Purposes Public and Institutional Lands; Active Recreation	E, GH, H, W F FNB, SC U Tu35 FNB
Community Facility or Institution	School(s) and/or Community Institution(s) Redevelopment; Suitable for New Development Existing Development Development Area; Reserve Public Utility/Facility	E, F, GH, H, MV, Tu35 Tu35 TuPLI E, GH, H, MV, U, W
University or Medical Center	Major Institutional	U
Airport, Railroad, or Port Facility	Major Transportation Facility Marine Industrial Ship Creek Redevelopment Area	F, GH, W SC SC
Light Industrial/Commercial	Light Industrial / Commercial Industrial / Commercial Industrial / Commercial (Limited) Industrial / Commercial Reserve	MV E, D, GH F W
General Industrial	Industrial Industrial / Industrial Reserve General Industrial	F, MV GH, W SC

*Helpful for creating link between recently adopted neighborhood / area plans and the Regional Plan. Also helpful in bringing Coconino County Comprehensive Plan in alignment with the Regional Plan.*

*This could also be done for the zoning code to create relationships between zone districts and RP land use categories.*

D - Anchorage Downtown Comprehensive Plan  
E - East Anchorage District Plan  
F - Fairview Neighborhood Plan  
FNB - Far North Bicentennial Park Master Plan

GH - Government Hill Neighborhood Plan  
H - Hillside District Plan  
MV - Mountain View Targeted Neighborhood Plan  
SC - Ship Creek/Waterfront Land Use Study

Tu35 - 3500 Tudor Road Master Plan  
TuPLI - Tudor Road Public Lands and Inst. Plan  
U - UMED District Plan  
W - West Anchorage District Plan



Questions?

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