

JOINT REGIONAL PLAN RETREAT
CITY COUNCIL, CITY PLANNING & ZONING COMMISSION
COUNTY BOARD OF SUPERVISORS, COUNTY PLANNING & ZONING COMMISSION

JOINT REGIONAL PLAN RETREAT
FRIDAY
MAY 2, 2025

COUNCIL CHAMBERS
[HYBRID MEETING](#)
211 WEST ASPEN AVENUE
9:00 A.M.

All City Council Meetings are live streamed on the city's YouTube page
(<https://www.youtube.com/@FlagstaffCityGovernment>)

In person attendance is preferred but a virtual option is available.

[Join Virtual Meeting](#)

Public comment will be taken periodically throughout the meeting.

1. Call to Order

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the City Council and to the general public that, at this work session, the City Council may vote to go into executive session, which will not be open to the public, for discussion and consultation with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. Roll Call

NOTE: One or more Councilmembers may be in attendance through other technological means.

BOARD OF SUPERVISORS:

CHAIRWOMAN BEGAY
VICE-CHAIRWOMAN HORSTMAN
SUPERVISOR FOWLER
SUPERVISOR ONTIVEROS
SUPERVISOR VASQUEZ

FLAGSTAFF CITY COUNCIL:

MAYOR DAGGETT
VICE MAYOR SWEET
COUNCILMEMBER ASLAN
COUNCILMEMBER GARCIA
COUNCILMEMBER HOUSE
COUNCILMEMBER MATTHEWS
COUNCILMEMBER SPENCE

COUNTY PLANNING AND ZONING COMMISSION:

CHAIR TYANNA BURTON
VICE CHAIR ROB WILSON
COMMISSIONER DAVID HAYWARD
COMMISSIONER LARRY LESLIE
COMMISSIONER MARY C. WILLIAMS
COMMISSIONER ROSE TOEHE
COMMISSIONER SAT BEST
COMMISSIONER SHELIA WALSH
COMMISSIONER TINA BURGER

CITY OF FLAGSTAFF PLANNING AND ZONING COMMISSION:

CHAIR CAROLE MANDINO
VICE CHAIR MARY NORTON
COMMISSIONER CHRISTINE SHEEHY
COMMISSIONER CJ LUCKE
COMMISSIONER IAN SHARP
COMMISSIONER JOSHUA MAHER
COMMISSIONER MEGAN WELLER

3. Pledge of Allegiance, Mission Statement, and Land Acknowledgement

MISSION STATEMENT

The mission of the City of Flagstaff is to protect and enhance the quality of life for all.

LAND ACKNOWLEDGEMENT

The Flagstaff City Council humbly acknowledges the ancestral homelands of this area's Indigenous nations and original stewards. These lands, still inhabited by Native descendants, border mountains sacred to Indigenous peoples. We honor them, their legacies, their traditions, and their continued contributions. We celebrate their past, present, and future generations who will forever know this place as home.

4. Flagstaff Regional Land Use Plan 2045 Retreat

Review and discuss key changes to the Flagstaff Regional Land Use Plan 2045 resulting from the 60-Day Public Review and receive feedback and direction.

5. Informational Items To/From Mayor, Council, and City Manager; future agenda item requests

6. Adjournment

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this _____ day of _____, 2025.

Stacy Saltzburg, MMC, City Clerk

THE CITY OF FLAGSTAFF ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48-hour advance notice, reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (928) 213-2076 or email at stacy.saltzburg@flagstaffaz.gov to request an accommodation to participate in this public meeting.

NOTICE TO PARENTS AND LEGAL GUARDIANS: Parents and legal guardians have the right to consent before the City of Flagstaff makes a video or voice recording of a minor child, pursuant to A.R.S. § 1-602(A)(9). The Flagstaff City Council meetings are live-streamed and recorded and may be viewed on the City of Flagstaff's website. If you permit your child to attend/participate in a televised Council meeting, a recording will be made. You may exercise your right not to consent by not allowing your child to attend/participate in the meeting.

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Lauren Clementino, Senior Planner/Heritage Preservation Officer
Date: 04/24/2025
Meeting Date: 05/02/2025



TITLE:
Flagstaff Regional Land Use Plan 2045 Retreat

DESIRED OUTCOME:

Review and discuss key changes to the Flagstaff Regional Land Use Plan 2045 resulting from the 60-Day Public Review and receive feedback and direction.

Executive Summary:

The Flagstaff Regional Plan is a policy guide, serving as the general plan for the City of Flagstaff and an amendment to the Coconino County Comprehensive Plan. The Retreat is a joint meeting of the Flagstaff City Council, Coconino County Board of Supervisors, and Coconino County and City of Flagstaff Planning and Zoning Commissions as well as a Citizen Review Session. The main objective is to provide an overview of the Regional Plan 2045 process, facilitate review and discussion of key changes from 60-Day Public Review Draft Plan to the Revised Draft Plan, and receive feedback and direction.

Information:

Attached to the staff summary are the detailed agenda and documents to help guide the discussion.

The presentation will be added to the agenda no later than May 1st.

Attachments: [WS0 Agenda](#)
[WS Process Overview Memo](#)
[WS1a Table of Contents](#)
[WS1b Implementation Guidelines Memo](#)
[WS1b Implementation Guidelines Attachment A](#)
[WS1c Priorities and Goals Memo](#)
[WS1d Priorities and Goals Excerpts](#)
[WS2a Future Growth Illustration Memo](#)
[WS2b Future Growth Illustration City Scale 60 Day Public Review Version](#)
[WS2c Future Growth Illustration Regional Scale 60 Day Public Review Version](#)
[WS2d Revised Future Growth Illustration City Scale](#)
[WS2e Revised Future Growth Illustration Regional Scale](#)
[WS2f Chapter 4 Excerpts](#)
[WS2g Neighborhood Density Map City Scale??](#)
[WS2h Neighborhood Density Map Regional Scale](#)
[WS3a Trails Mapping Memo](#)
[WS3b Existing and Planned FUTS](#)
[WS3c Existing and Planned Regional Trails](#)
[WS3d Existing and Planned FUTS 60 Day Public Review Version](#)
[WS4 Sense of Place Memo](#)

Comments from April 2025 Open House
Summary of Survey Results
Presentation

Flagstaff Regional Land Use Plan 2045

Regional Plan Retreat Agenda

May 2, 2025

| Start Time | Duration (in mins) | Topic |
|------------|--------------------|---|
| 8:45am | 15 | Arrival |
| 9:00am | 10 | Welcome, Objectives and Opening Comments |
| 9:10am | 55 | Group Introductions and Discussion |
| 10:05 am | 10 | BREAK |
| 10:15am | 10 | Process Overview <ul style="list-style-type: none"> Regional Plan 2045 Q&A and discussion on overview |
| 10:25am | 95 | Work session Pt. 1: Plan Reorganization <ul style="list-style-type: none"> Priorities & Goals Table of Contents – (5min) Elimination of implementation guideline category (15 minutes) Questions (10 mins) <p>Priorities and Goals – Discussion (45 mins)</p> <ul style="list-style-type: none"> Activity <p>Public Participation</p> |
| 12:00pm | 30 | LUNCH |
| 12:30pm | 120 | Work Session Pt.2: Future Growth Illustration (FGI) and how it's going to be used and described |
| 2:30pm | 15 | BREAK |
| 2:45pm | 45 | Work Session Pt 3: Trail Maps |
| 3:30pm | 10 | BREAK |
| 3:40pm | 30 | Work Session Pt. 4: Creating a Sense of Place |

| | | |
|--------|----|---|
| 4:10pm | 40 | Lightning "What we heard" (10 mins) Guided group reflection on the discussions of the day. (30 mins) |
| 4:55 | 10 | Wrap Up and Next Steps |
| 5:00 | | Adjourn |



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: 4/24/2025

**To: Flagstaff City Council, Coconino County Board of Supervisors,
Coconino County Planning and Zoning Commission, Flagstaff Planning
and Zoning Commission**

**From: Sara Dechter, Comprehensive and Neighborhood Planning
Manager**

Subject: Process Overview

The City and County have been working jointly on the Flagstaff Regional Land Use Plan 2045 since fall of 2022. In October 2024, after 10 months of review by the Regional Plan Committee, the City and County released a draft Plan for 60-day public review that generated over 2,400 comments. [The Sensemaking Report](#) summarizes these comments. Staff is currently working through a technical and legal review to ensure that the plan is implementable.

To continue moving forward with revisions, the Regional Plan committee was reconvened on March 6, 2025, to give feedback on several potential edits and strategies to incorporate public feedback. The [meeting materials and video](#) are available on the project website.

As part of scoping and building the team to create the updated Regional Plan, staff and partners selected the following critical success factors for an updated plan:

- Feasible and Implementable
- User friendly and concise
- Reflects community values
- Incorporates diverse cultural perspectives of land, water and natural resources.

- Incorporates critical thinking about vulnerabilities, uncertainties and complexities
- Considers the vision of different area plans appropriately
- Clarifies activity centers and how they will be achieved
- Addresses cost constraints and affordability concerns for the community

We encourage participants in the retreat to use these factors to measure the plan content, especially the Priorities and the Future Growth Illustration.



TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION 1-1

This chapter contains introductory information about the Flagstaff Region, the purpose of this document, the Region’s challenges and opportunities, and introduces the priorities that guide the Flagstaff Regional Land Use Plan 2045.

CHAPTER 2: HOW THE PLAN WORKS 2-1

This chapter explains the different parts of the Regional Plan and how it is adopted, implemented, and amended.

POLICY SECTION

This section contains Chapters 3 and 4. The City of Flagstaff and Coconino County personnel use the content of these chapters to implement this plan when considering land use decisions like zoning map and text amendments, annexations, dedications and abandonments, and specific plans.

CHAPTER 3: GOALS AND POLICIES 3-1

This chapter contains all goals, policies, and policy maps for the topic areas covered in this Regional Plan. Goals and policies are the primary consideration in findings of conformance and provide guidance for City and County projects. Goals and policies are organized by priorities.

CHAPTER 4: GROWTH AND LAND USE 4-1

This chapter contains the Regional Plan’s land use guidance, which builds on the goals and policies of Chapter 3. The Land Use Framework and Future Growth Illustration Map are key components of this chapter and inform when a Regional Plan amendment may be required for a proposal.

IMPLEMENTATION SECTION

This section includes Chapters 5-11 and provides background on how the City and Region were developed and current practices. It also includes informational maps and Action Items for Regional Plan implementation by the City, County, and partners.

CHAPTER 5: SOCIAL AND ECONOMIC SYSTEMS 5-1

This is the first of seven chapters that focus on specific topic areas relevant to land use. This chapter discusses housing, economic development, public health, and the food system.

CHAPTER 6: TRANSPORTATION 6-1

This chapter discusses the Region’s transportation system, including the road network, active transportation, transit, the airport, and the railroad.

CHAPTER 7: RESOURCE STEWARDSHIP AND RESILIENCE 7-1

This chapter discusses the Region’s natural and cultural resources.

CHAPTER 8: PARKS, RECREATION, AND OPEN SPACE 8-1

This chapter discusses the Region’s parks, open space, and recreational opportunities.

CHAPTER 9: WATER RESOURCE MANAGEMENT 9-1

This chapter discusses water availability, quality, and management, as well as stormwater management throughout the Region.

CHAPTER 10: ENERGY AND CLIMATE ACTION 10-1



This chapter discusses energy use, greenhouse gas emissions, clean energy, grid modernization, electric vehicles, and equity in the energy transition.

CHAPTER 11: INFRASTRUCTURE AND PUBLIC SAFETY 11-1

This chapter discusses public safety, emergency management, hazards including fire and flooding, and infrastructure systems for water, wastewater, stormwater, broadband internet, and other utilities.

REFERENCES R-1

This section contains a list of references cited in all chapters.

GLOSSARY G-1

This section contains a list of acronyms and abbreviations and definitions for terms used in the document and a list of acronyms and abbreviations.

APPENDICES A-1

Appendix A contains metrics for annual reporting on this Regional Plan. Appendix B contains acreage information associated with the Future Growth Illustration. Appendix C contains more detail on the High Priority Action Items found in Chapters 5-11.

NOTES ON READING THIS DOCUMENT

Throughout this Regional Plan: Information on climate change can be found in blue boxes.

Information on housing attainability can be found in green boxes.

To guide you to related information, the document contains internal and external links, such as “[See Chapter 3](#)” or “See the [Active Transportation Master Plan](#).”

Every chapter has an endnotes¹ page. A comprehensive reference list is located near the end of the document, following Chapter 11.



LIST OF MAPS

CHAPTER 1: INTRODUCTION

- Information Map 1-1: The Flagstaff Region . . . 1-2
- Information Map 1-2: Land Ownership and Management in the Flagstaff Region. 1-5

CHAPTER 2: HOW THE PLAN WORKS

CHAPTER 3: GOALS AND POLICIES

- Policy Map 3-1: FUTS Plan 3-7
- Policy Map 3-2: Regional Trails 3-8
- Policy Map 3-3: Bikeways Plan 3-9
- Policy Map 3-4: Enhanced and Grade-Separated Crossings. 3-10
- Policy Map 3-5: Parks and Open Space in the Flagstaff Region 3-13
- Policy Map 3-6: Existing and Future Arterials and Collectors - Regional Scale 3-15
- Policy Map 3-7: Existing and Future Arterials and Collectors - City Scale. 3-16
- Policy Map 3-8: Great Streets and Gateways in the City of Flagstaff 3-17

CHAPTER 4: GROWTH AND LAND USE

- Information Map 4-1: New Construction in the Region Since 2012 4-2
- Policy Map 4-1: Future Growth Illustration - Regional Scale 4-9
- Policy Map 4-2: Future Growth Illustration - City Scale. 4-10

CHAPTER 5: SOCIAL AND ECONOMIC SYSTEMS

- Information Map 5-1: New Growth Areas and Areas with Old Buildings in the Flagstaff Region. 5-3
- Information Map 5-2: Percentage Change in Median Income Between ACS 5-Year Estimates 2010-2014 and 2018-2022 (Table S1903). 5-5

CHAPTER 6: TRANSPORTATION

- Information Map 6-1: Transit Network, 2024 . . 6-5

CHAPTER 7: RESOURCE STEWARDSHIP AND RESILIENCE

- Information Map 7-1: Watersheds and Waterways of the Region 7-5
- Information Map 7-2: Significant Natural Resources - Regional Scale. 7-12
- Information Map 7-3: Significant Natural Resources - City Scale 7-13

CHAPTER 8: PARKS, RECREATION, AND OPEN SPACE

CHAPTER 9: WATER RESOURCE MANAGEMENT

- Information Map 9-1: Community Water Systems and Water Sources in the Region. . . 9-2
- Figure 9-1: Extent of the C Aquifer, including the C Aquifer Monitoring Program Study Area (Source: USGS). 9-3
- Information Map 9-2: Current areas with an adequate or inadequate water supply permit . 9-9

CHAPTER 10: ENERGY AND CLIMATE ACTION

CHAPTER 11: INFRASTRUCTURE AND PUBLIC SAFETY

- Information Map 11-1: Public Facilities in the Region 11-2
- Information Map 11-2: Public Facilities for Fire, Safety, and Emergency Evacuation . . 11-7
- Information Map 11-3: City of Flagstaff Stormwater System 11-14
- Information Map 11-4: City of Flagstaff Water and Sewer Infrastructure 11-17



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: 4/17/2025

**To: Flagstaff City Council, Coconino County Board of Supervisors,
Flagstaff Planning and Zoning Commission, Coconino County Planning
and Zoning Commission**

**From: Sara Dechter, Comprehensive and Neighborhood Planning
Manager**

Cc: Melissa Shaw, Long Range Planner Coconino County

**Subject: Reintegrating Implementation Guidelines into Policies and
Action items**

Some comments from the 60-day public review wanted the implementation guidelines to be more detailed or to be required for all development proposals (See comment spreadsheet). Meanwhile, the staff case study review found that 75% of the implementation guidelines are adequately covered by an existing action item or policy, which creates a large possibility for duplication and competing interpretations.

To address these issues, staff recommends:

- Drop implementation strategies that are duplicative of law, regulation, existing policy or a goal, policy or action item already in the plan. (75%)
- Retain guidelines for Parks Recreation and Open Space and incorporate them into Chapter 4.
- Retain Guidelines for Significant Natural Resources with instructions for their use in a development case versus a partnership or public project.
- Incorporate remaining implementation guidelines into goals, policies or action items.

The Regional Plan committee reviewed the attachment and this information on March 6, 2025, and endorsed this change. Staff has been working to implement it in the draft currently under legal review.

Relevant sections of the 60-day public review draft:

- Description of Implementation Guidelines: Chapter 2, page 2-3
- Chapter 4 Implementation Guidelines: Located on each land use category page
- Chapter 5-11 Implementation Guidelines: Located at the end of each chapter, before the Action Items

Link to 60 day public review draft of the Flagstaff Regional Land Use Plan 2045 (PDF):

<https://www.flagstaff.az.gov/DocumentCenter/View/84813/Flagstaff-Regional-Land-Use-Plan-60-Day-Public-Review-Draft>

Attachment A: Implementation Guideline Recommendations

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

The table below is a first draft at potential ways to fold the implementation guidelines into other parts of the plan. These determinations still need further review and refinement. The yellow highlighted recommendations are moves that staff feels are a good fit and blue need more review and consideration.

| Implementation Guideline from Draft Plan | Recommendation |
|--|---|
| » Identify, evaluate, and remove from the City and County codes barriers and restrictions to creating missing middle and multifamily housing. | Drop - Covered by action item, Chapter 5 |
| » Incentivize the creation of affordable units in new development projects and neighborhood infill throughout the Region. | Drop - Covered by action item, Chapter 5 |
| » Remove from codes and plans the barriers to adaptive reuse of buildings for housing. | Drop - Covered by action item, Chapter 5 |
| » Acquire new properties and rehabilitate existing properties for affordable housing projects, when financially feasible. (City only) | Drop - Covered by action item, Chapter 5 |
| » Collaborate with local non-profit partners to expand programs that improve housing security through eviction prevention and mitigation (City only). | Add to Action items in Chapter 5 |
| » Expand housing subsidy options that are available to low-to-moderate-income households. | Add to Action items in Chapter 5 |
| » To help people continue to afford to live in the Region, support residents in accessing programs that reduce the costs of housing, transportation, and utilities. | Replace Coordinated Entry in Actinon Items because it is more general |
| » Preserve or repurpose existing and available buildings and spaces as rental opportunities for residents (City only). | Drop - covered by new HA.4 policy |
| » Provide informational resources and educational programming on targeted mortgage and assistance programs (City only). | Drop covered by HA.2 |
| » Offer and expand financial assistance programs, such as down-payment assistance, to support housing the region's workforce and other residents. | Drop -covered by HA.2 |
| » Incentivize the development of ownership and rental units that are priced below market rate and provide for long-term affordability using permanently affordable housing models and public/private partnerships. | Create new policy under Housing Attainability |
| » Encourage dispersal of affordable housing units throughout every neighborhood with the intent to not concentrate units in neighborhoods with lower income residents. | Drop covered by NE.4 |
| » Anticipate and evaluate the equity impacts of current and future practices, policies, and programs and modify them when possible. | Drop covered by NE.2 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
|---|---|
| » Research systemic barriers to equitable access to housing and develop solutions through meaningful engagement with affected communities. | Drop covered by NE.5 |
| » Pursue funding opportunities to support housing in the community for members of Native nations. | Drop Covered by NE.7 |
| » Encourage housing models that support the cultural and familial practices of Native Americans in the Region. | Drop Covered by NE.7 |
| » Develop partnerships with Native nations to support housing with access to education, health services, and jobs. | Drop Covered by NE.7 |
| » Expand resources that keep low-income homeowners and renters in safe, sanitary, affordable housing. | Drop covered by Goal HA |
| » Establish resilient neighborhood networks and groups within and among neighborhoods throughout the Region to foster lasting community connections, provide neighborly support in emergencies, and build resilience to long-term climate change and short-term shocks. | Make an Action Item in Chapter 5 |
| » Expand outreach to underserved communities about climate action resources, workshops and programs available through the City and at Resilience Hubs. | Drop Covered by Action item in Chapter 11 |
| » When considering new or amended Zoning Code, Fire Code, Engineering Code, and Building Code standards, evaluate impacts to the cost of development in balance with an affordable and desirable threshold for necessary public facilities and services. | Drop covered by CD.2 |
| » Make incentives available to support the creation of housing at a variety of income levels, resulting in both rental and ownership opportunities. | Drop covered by HA.2 and HA.4 |
| » Consider public/private partnerships as a means of sharing costs and supporting affordable and attainable housing construction. | Drop covered by CD.1 |
| » Implement methods for cost recovery and cost-sharing across all infrastructure systems to ensure an equitable distribution of costs and benefits across housing developments. | Drop – Duplicative with Action item in Chapter 11 |
| » Coordinate incentives and benefit programs to address cost of living (housing and transportation) and labor retention challenges to support business attraction, retention, and expansion. | Drop - Covered by Goal HA and HE.1 |
| » Locate entrepreneurship spaces and programs in areas near low-and-middle-income residents. | Drop Covered by HE.2 |
| » Research methods of leveraging economic development and financial tools to prevent | Drop – Covered by CD.1 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
|--|--|
| displacement and build greater parity in economic benefits within the Region. | |
| » Reduce barrier in City Code to creating home-based business and expanding entrepreneurship without impacting housing goals | Add Policy to Healthy Economy |
| » Support the development of construction-based trade skills development needed for growth of targeted industries, to increase housing availability, to protect natural and cultural resources, and to meet carbon neutrality goals. (City only) | Drop – covered by HE.3 |
| » Develop City and County programs to support job creation at all income levels. | Drop - Covered by HE.2 |
| » Establish community gardens and urban farms in neighborhoods throughout the Region, particularly where food insecurity is prevalent. | Drop - Covered by CA.2, DP.11 and HE.5 |
| » Develop and support policies, systems, and environmental changes that increase access to affordable, healthy foods for the most at-risk populations in the City and County, with an emphasis on school-age children. | Drop – Covered by CA.2 |
| » Preserve and sustain diverse traditional food cultures in food programs and initiatives. | Added Policy to Development Patterns |
| » Explore opportunities to expand agricultural tourism and value-added program(s) to support the financial health of local agriculture, ranching, and the production of artisanal products. | Drop – covered by DP.11 |
| » Support the development of food hubs and food resources—such as communal commercial kitchens, food processing facilities, greenhouses, and growing spaces dedicated to producing food. | Drop – covered by DP.11 |
| » Provide access for everyone to safe and convenient transportation options and equitable opportunities for mobility regardless of age, ability, gender, race, income status, location, situation, or travel mode. | Drop – covered by TS.1 |
| » Propose engineering standards for vehicle lanes and neighborhood roads that are narrow and slow down traffic. | Drop – covered by TS.2 |
| » Evaluate opportunities to convert vehicle lanes into bicycle infrastructure, micromobility zones, and transit infrastructure. | Drop covered by CA.6 and TS.2 |
| » Provide and design around quality infrastructure for vulnerable road users first. | Drop – covered by TS.1 |
| » Incorporate Road to Zero methods into the Transportation Master Plan and when preparing and prioritizing the Capital Improvement Program (City only). | Drop – covered by TS.2 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
|---|---|
| » Apply the FHWA Safe System Approach to transportation decision-making, including when evaluating traffic calming strategies and appropriate alternative intersection designs. | Drop – covered by TS.2 |
| » Update subdivision and engineering standards for residential plats and mixed-use developments with greater connectivity, more grids, and road connections to provide greater transportation choices. | Drop – Covered by CA.2 and TS.4a |
| » Update subdivision standards to minimize the creation of <i>cul-de-sacs</i> within the road network. | Drop – Covered by Policy DP. 9 |
| » Update subdivision and engineering standards to create pedestrian access from the end to the closest adjacent street when <i>cul-de-sacs</i> are unavoidable. | Drop covered by MT.1 |
| » Improve the walkability of Urban Neighborhoods and Urban and Suburban Centers through infrastructure investments, design improvements focused on multimodal objectives, and improved connectivity with surrounding areas. | Drop - Covered by Priority for Walkable Mixed Use Community |
| » Provide layered networks of roads, trails, and bicycle and pedestrian paths in Suburban Neighborhoods. | Drop covered by MT.1 to be fleshed out in Master Plan |
| » Incorporate TDM philosophy and policies into engineering and land use codes and processes. | Drop – Covered by TS.6 |
| » Seek to lower GHG emissions and vehicle miles traveled in the Region through the design and planning of transportation projects, and efficient transportation operations. | Drop – Covered by CA.5 and TS.4a |
| » Provide continuous, convenient, safe, and accessible pedestrian and bicycle infrastructure in public and private street construction projects. | Drop – Covered by Goal TS |
| » Design streets with continuous pedestrian and bicycle infrastructure that is wide enough to provide safe, accessible use and opportunities for shelter and seating. | Drop – Covered by Goal TS and Goal MT |
| » Develop improved crossing design criteria/standards for crossings to address pedestrian and bicycle safety and connectivity to transit stops. | Drop – Covered by Action Item in Chapter 6 |
| » Maintain streets, pedestrian paths, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and obstructions so they are safe and functional for all users, regardless of transportation mode. | Potentially could be added to Action items |
| » Create an integrated system of protected lands, the FUTS, and trail corridors that support mode shift, public health, and affordable living. | Drop – covered by MT.1 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
|--|--|
| » Account for all users, including pedestrians and bicyclists, during roadway operation, maintenance, storage, and snow operations. | Potentially could be added to Action items |
| » Consider the accessibility and safety of shared infrastructure for micromobility devices and users in the design of sidewalks, paths, and on-site accommodations including parking and storage. | Drop – Covered by Action Item in Chapter 6 |
| » Encourage physically separated bicycle and pedestrian infrastructure in the design of transportation projects based on traffic volume and context. | Drop – covered by TS.2 |
| » Evaluate local streets in neighborhoods for traffic calming, including zones that improve safety for nearby play areas, socializing space, and to promote safe travel for all modes. | Drop – Covered by NE.1 |
| » Consider road diets and new micromobility opportunities in areas appropriate for multimodal and Complete Streets retrofits. | Drop – Covered by MT.2 a and b |
| 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. | Drop – covered by Goal TR |
| » Encourage discretionary development proposals that contribute to the public transportation system through public improvements and programs to encourage ridership among new residents to reduce use of single occupant vehicles. | Drop – covered by Goal TR |
| » Include the implementation of bus stops and transit priority measures from Mountain Line’s planning efforts in capital planning and code updates. | Drop – Covered by TR.1 |
| » If a new development is outside current routing, coordinate with Mountain Line early in the development process to discuss solutions. | May need a policy – Follow up with Mountain Line |
| » Work with Mountain Line to encourage transit in Employment Districts when the number and nature of jobs in an area is sufficient to support a stop or route. | May need a policy – Follow up with Mountain Line |
| 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 (City only). | Drop covered by MT.2 a and b |
| » Encourage building designs, landscaping, and fencing with contextual landscaping and appropriate architectural features that support a cohesive Great Street. | Drop covered by ST.1 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
|--|--|
| » Incorporate elements of historic and prehistoric sites and buildings tied to the corridor's history in the design along Great Streets. | Drop covered by ST.1 |
| » Design gateways to include welcome signs, art, attractive bicycle and pedestrian facilities, and to frame iconic views. | Drop covered by ST.2 |
| » Incorporate principles of placemaking in street design and pedestrian and bicycle infrastructure. | Drop covered by CR.2 and NE.1 |
| » Encourage sidewalk cafes and parklets in Urban and Suburban Centers to support businesses and public space activation. | Drop covered by ST.3 |
| » Where alternate routes for vehicle and bus traffic are available, encourage temporary street events to promote economic vitality, multimodal objectives, and community building. | Drop covered by NE.1 |
| » Incorporate into the Transportation Master Plan protocols for managing drop-off and pickup areas for taxis, rideshares, tour buses, and autonomous vehicles in Centers. | Drop covered by ST.3 |
| » Activate select alleys for pedestrian-scale activities and public art. | May need something about alleys in Community Character |
| » Consider parking and storage for bicycles and micromobility devices in curb management strategies. | Drop covered by ST.3 |
| » Consider trading parking for fire department access to allow for greater infill development and public safety on streets with limited right-of-way. | May need a policy |
| » Explore strategies to reduce the need for parking and promote active transportation. | Drop – covered by PK |
| » Centrally locate parking for people with physical disabilities in Centers to reduce the travel distance to destinations in Downtown and in other managed parking districts. | Drop – covered by PK |
| » Pursue year-round, on-street parking and related operations and maintenance to reduce onsite parking requirements and promote affordability. | Add Policy to Parking |
| » Establish managed parking districts in Urban Centers first. | Drop – Covered in Chapter 4 Category guidelines |
| » Maintain and expand the role of Flagstaff Pulliam Airport as an important link to the National Plan of Integrated Airport Systems. ³ | Drop – Covered by Goal A |
| » Improve multimodal access and transit service to and from the airport, including transit, bicycle infrastructure and storage, and parking services. | Drop – Covered by A.1 |
| » Expand and improve facilities that support increasing the destinations and frequency of regional air service | Drop – Covered by Goal A |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| as identified in the airport's Passenger Demand Analysis. | |
| » Frequently evaluate energy, water, solid waste, and air quality impacts of airport operations for improvements and efficiencies. | Drop - Covered by RS.2 |
| » Minimize artificial sky glow, glare, and light trespass to support Dark Skies policies while maintaining compliance with federal regulations and safety requirements. | Drop - Covered by RS.3 |
| » Improve airport user experiences and travel opportunities to serve the Region. | Drop – Covered by Goal A |
| » Ensure that policies governing the use and conservation of the Region's natural and cultural resources are backed by the best available and accepted science. | Drop – Covered by Goal RS |
| » Use the City's 2022 Carbon Neutrality Plan or later adopted versions as the guidelines for implementation (City only). | Added footnote the Goal CA |
| » Evaluate development projects that request significant alternative standards (or increased densities/intensities that have the potential to impact dark skies outside of existing regulations) for additional measures that mitigate the impacts to light pollution. | Drop - Covered by RS.3 |
| » Prioritize forestry treatment planning in areas with the most downstream flooding and wildfire impacts to human and natural environments, such as water sources, cultural resources, homes and businesses, threatened and endangered species, and critical infrastructure. | Drop - Covered by RS.4 |
| » Coordinate comprehensive watershed and flood management practices among all relevant federal, state, County, and other regional agencies. | Drop - Covered by Goal WQ |
| » Address cultural competency in natural resource management through the implementation of Resource Stewardship and Resilience and Cultural Resources policies. | Could be added to Action Items |
| » Avoid and mitigate construction that impacts seeps and springs to prevent loss of spring habitat for wildlife and rare plants, and to prevent damage to buildings and infrastructure. | Move to Significant Natural Resource Best Practices |
| » Foster the multi-jurisdictional collaboration with local, regional, state, and federal partners that will be required to implement CDR in and around Flagstaff on a landscape scale. | Drop Covered by CA |
| » Coordinate invasive plant plans, programs, and resources with regional, state, tribal, and federal | Replace the Weed Management Area under Action items in Chapter 7 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and County Fire Districts because of their impact on fire risk throughout the Region. | |
| Maintain native plant communities and soil conditions in utility and other rights of way such as road shoulders, drainage areas, FUTS segments, passive parks, and open space. | Drop - Covered by RS.8 and New Policy DP.8 |
| For public projects, consult with and be aware of how cultural practices and the needs of Hispanic, African American, and Indigenous people could be affected in both natural and cultural resources. | Drop - Covered by Policy RS.9 and CR.2 |
| » Reach out to the City Office of Communications and Civic Engagement and the County Communications Department staff for advice, and consult with appropriate Councils and Commissions, to elevate the cultural competency of all work pertaining to natural and cultural resources. | Drop - Covered by Policy RS.9 and CR.2 |
| » Follow technical guidance from the US Secretary of the Interior's Standards for the Treatment of Historic Properties and guidelines for preserving, rehabilitating, restoring, and reconstructing historic buildings (published by the National Park Service) and the evaluation of significance and integrity to determine eligible historic properties where federal, state and local incentives may be utilized. | Drop – Covered by CR.1 |
| » Confirm that work done with grants and incentives meets the Secretary of the Interior standards, local zoning ordinance(s), and program additions and alternatives as overseen by the City's Heritage Preservation Commission. (City only | Drop – Covered by CR.1 |
| » Consider the proximity of known faults in capital planning and in developing regulations for site planning and structural design. | Move to Significant Natural Resource Best Practices |
| » Include known bird habitat in open space conservation priorities. | Move to Significant Natural Resource Best Practices |
| » Preserve natural topography in open spaces, especially where there are rare plants and unique geology. | Move to Significant Natural Resource Best Practices |
| » Avoid compaction of soil or fragmentation of riparian areas when locating roads, trails, or buildings. | Move to Significant Natural Resource Best Practices |
| » Minimize incision and channelization, and, during flood events, allow the natural movement of water over the landscape | Move to Significant Natural Resource Best Practices |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| » Prevent construction in the 100-year floodplain and conserve natural features through zoning and development review. | Move to Significant Natural Resource Best Practices |
| » Include wildlife corridors in open space conservation priorities. | Move to Significant Natural Resource Best Practices |
| » If disruption of wildlife corridors with roads, walls, fences, or pavement is necessary, mitigate the impacts by allowing for alternate wildlife routes and follow design standards that are compatible with animal movement | Move to Significant Natural Resource Best Practices |
| » Encourage colony relocation with assistance from the AZGFD when there are prairie dog colonies of 40 or more individuals on land proposed for development in rural or urban areas. Low-density development generally is compatible with conserving the prairie dog colony, whereas high-density development is not. In these cases, the colony can be reestablished in a protected location where it will have ecosystem benefits. | Move to Significant Natural Resource Best Practices |
| » On property with Ponderosa pines, make efforts to maintain or restore stands with old and large trees surrounded by grassy openings, similar to the historic conditions. | Move to Significant Natural Resource Best Practices |
| » Avoid excavation below the tree canopy when trees are being preserved on sites under construction. | Move to Significant Natural Resource Best Practices |
| » Align desired conditions with science-based forest health and Firewise principles. | Drop – Covered by RS.4 |
| » Consult local experts from organizations such as the Native Plant Society, Northern Arizona University, and the Museum of Northern Arizona to help determine the importance and methods of conserving rare plants. | Move to Action items in Chapter 7 |
| » Include open space conservation priorities in rare plant communities. | Drop – Covered by RS.8 |
| » In public space, use interpretation to highlight and protect rare plants. | Move to Action items in Chapter 8 |
| » Orient seating areas, ramadas, and practice fields to views of architectural landmarks and natural features to provide visual interest. | Drop Covered by Revised PROS.1 |
| » Frame viewsheds with natural vegetation and landscaping, particularly mature Ponderosa pine trees, while applying Firewise principles to City parks. | Drop Covered by PROS.1 |
| » Orient buildings and screen infrastructure to maintain outstanding views and incorporate the color, textures, and materials of the natural environment through design and visual arts. | Drop Covered by PROS.1 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| » Develop appropriate tools to convert existing overhead utility lines in established viewsheds, parks, and open spaces to underground utilities. | Drop Covered by PROS.1 |
| » Coordinate the management and designation of public open spaces and corridors, and private land under conservation easements, with the AZGFD, the US Forest Service, the Arizona State Land Department (ASLD), and other landowners to allow for greenways and wildlife corridors. | Move to Action item in Chapter 8 |
| » Follow the City of Flagstaff Open Space Program's guidelines of the Management Plan for Legally Designated Open Space (2020) to protect biodiversity and cultural resources, and to manage recreational areas in City managed open spaces (City only). | Drop – We follow existing Master Plans |
| » Support and incentivize public access points and trail hubs for passive and active recreation and events through interagency coordination and local trail partnerships. | Add policy to Parks, Recreation and Open Space |
| » While observing private property rights, preserve natural resources and prioritize the preservation of lands that help create a corridor of open space that supports the functionality of wildlife linkages along the Rio de Flag, its tributaries, and open spaces through and around the City. | Consider combining or using to reframe significant natural resources policy |
| Prioritize areas that require improvements to achieve a walk of 10 minutes or less to City parks and designated open space for City residents (City only). | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » In urban parks, provide activated and safe public spaces of various sizes where there are gaps in accessibility to open space (City only). | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » Prioritize urban parks in neighborhoods of concentrated low-to-moderate-income households, especially those negatively affected by historical disinvestment, and where the accessibility to parks and open spaces within a 10-minute walk has been diminished or is missing (City only). | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » Ensure that the landscaping, buildings, and activities within urban parks support safety and reflect the character of the surrounding neighborhood. | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » In greenfield sites and new developments, incentivize the creation of public parks and open space that fit the identified needs of the City and County master plans. | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » Ensure that park and open space opportunities are identified in neighborhood and area plans and are included in capital planning and acquisition plans. | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| » Design the parking, access points, and entrances and exits of regional parks to support safe and well organized, higher-impact recreational activities such as fairs, expos, rodeos, concerts, performances, farmer's markets, and tournaments. | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » Ensure that regional parks and the nearby neighborhood parks have a balance of amenities that are appropriate to the park classification and context. | Move to Chapter 4 as a Parks and Open Space Land Use Guideline |
| » Coordinate the regional park needs of southwest Flagstaff with the Fort Tuthill County Park Management Plan and the Coconino County Parks and Recreation Master Plan (County only). | Drop – we follow existing and future master plans |
| » Use the Coconino County Parks and Recreation Master Plan or updates to it to guide implementation and improvements of County parks. | Drop – we follow existing and future master plans |
| » Adaptively reuse and increase the adaptability and energy efficiency of existing buildings within parks and those utilized for community events and activities. | Drop covered by PROS.6 |
| » Distribute community centers in a way that appropriately serves all neighborhoods. | Drop covered by Goal PROS |
| » Maintain 100-year Water Adequacy through the ADWR (City only). | Drop – Duplicates WR.a |
| » Encourage County water providers to achieve 100-year Water Adequacy through the ADWR. | Talk to County |
| » Evaluate the technological and fiscal feasibility of alternative water sources, treatment technologies, and management through regular Utility Master Plans and peer reviews. | Drop – Duplicates WR.a and related endnote covers it. |
| » Coordinate surface water management between the City and County. | Drop – Covered by WR.2 |
| » To the extent practicable, manage surface and groundwater at the watershed and aquifer scale, with special attention given to the cumulative effects of water management decisions. | Drop – Covered by WR.2 |
| » Monitor and improve ecosystem services in watersheds that serve the Region to protect the water quality of existing and future water resources and dependent riparian ecosystems. | Drop – Covered by WQ.2 |
| » Incorporate GHG mitigation measures into planning, budgeting, and project funding decisions for water resources and infrastructure. | Drop – Covered by CA.1 |
| » Implement the recommended tools and techniques from the Water Conservation Strategic Plan in City projects and updates to City Code (City only). | Drop – Covered by WR.2 |
| » Limit private or public green spaces that require irrigation to those using reclaimed water, where | Add Policy in Water Resources |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| available, and those necessary for private, ecosystem, or recreational beneficial use. | |
| » Encourage irrigation efficiency. | Add back as a policy WR.5 |
| » Use reclaimed water or other approved rain harvesting techniques for irrigation purposes on all large turf areas (e.g. schools, parks, golf courses, etc.). | Duplicates and covered by newWR.5 |
| » Set water rates to encourage conservation of indoor and outdoor water and ensure equitable cost burdens. | Drop - Outside scope of plan |
| » Take measures to make utility facilities energy efficient and reduce GHG. | Drop – Covered by CA.1 |
| » Encourage water providers to reduce reliance on groundwater by reclaiming wastewater for uses that are appropriate for human, environmental, and aquifer health. | Drop – Covered by WR.1 |
| » Expand water reuse infrastructure to include advanced water treatment as necessary to comply with state and federal regulations. | Add Policy in Water Resources |
| » Evaluate direct potable reuse as a potential source of drinking water in the future. | Add Policy in Water Resources |
| » Extend water and sewer services to properties within the urban growth boundary but outside the City limits with an annexation approval or a pre-annexation agreement (City only). | Drop – reset UGB to major plan amendment |
| » Consider expansion of the urban growth boundary in support of economic recruitment and retention, and the creation of affordable housing opportunities (City only). | Drop – reset UGB to major plan amendment |
| » Do not extend water and sewer services beyond the urban growth boundary unless an analysis shows the service can be provided without impacting the availability of water to property owners already within the boundary (City only). | Drop – reset UGB to major plan amendment |
| » Do not extend water services without sewer to maintain the ability to recycle and use reclaimed water (City only). | Add Policy in Water Resources |
| » Follow local, state, and federal guidelines for drainage design, stormwater code, and surface water science to reduce flood risk to infrastructure, structures, and public health. | Drop Compliance with laws is a given |
| » Maintain administrative floodplains within the City (including Spruce Wash and Steve's Wash, the two administrative floodplains as of early 2024). Within the County, share information from the Fort Valley Initial Engineering Assessment with developers and residents, and conduct new studies based on need and available funding. | Add to Action items in Chapter 9 |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| » Coordinate stormwater management between the City and County to support a high-quality water supply for the Region. | Add to Action items in Chapter 9 |
| » Monitor and improve ecosystem services in watersheds that serve the Region and to protect the quality of existing and future water resources and dependent riparian ecosystems. | Add to Action items in Chapter 9 |
| » Manage stormwater infrastructure in accordance with the City's Municipal Separate Storm Sewers System Permit, a Clean Water Act requirement (City only). | Drop Compliance with laws is a given |
| » Incentivize permeable pavements or other surfaces where the soil and climate conditions are appropriate in design standards to reduce runoff and minimize contaminants to water sources from urban runoff | Drop covered by WQ.3 |
| » Enforce and calibrate LID Standards to achieve more sustainable stormwater outcomes. | Drop - Covered by DP. 8 |
| » Facilitate a City/County Region-wide public outreach and educational campaign to minimize chemical use and to coordinate regional sediment detention projects for capturing and storing sediment and associated pollutants. | Drop – operational |
| » Develop stormwater infrastructure improvements consistent with City's stormwater master plans or studies as adopted (City only). | Drop Compliance with master plans is a given |
| » Mitigate inflow and infiltration of stormwater in the wastewater system to reduce impacts on infrastructure and reduce overall energy use. | Drop- more of a utilities maintenance issue. |
| » Promote cost-effective, energy-efficient technologies, construction methods, and design in all new and retrofit buildings for residential, commercial, and industrial projects. | Drop – covered by CA.4 and CA.5 |
| » Consider moving towards net-zero energy buildings within the City Building Code updates. | Drop – covered by CA.5 |
| » Encourage developments to use building and site materials with low operational and embodied carbon, and that sequester carbon. | Add Policy in Climate Action |
| » Encourage new buildings to incorporate appliances and equipment that use electricity as their primary energy source, through regulations, education, available incentives, and external support programs. | Drop covered by CA.4 and CA.5 |
| » Encourage replacement of old wood-burning stoves with new, EPA-certified wood stoves for health, safety, cost savings, and emissions reductions. | Drop covered by CA.4 and CA.5 |
| » Design energy efficiency programs to reach low-income households, landlords and renters, elders, | Drop – operational |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| individuals who are Limited English Proficient, and others who have limited access to existing programs. | |
| » Design energy efficient programs to reduce household costs and promote reliable utilities. | Drop covered CA.5 |
| » Encourage EV charging stations in new and existing multi-family housing (City only). | Drop covered CA.6 |
| » Support the development of electric infrastructure in County areas with underpowered service. | Drop covered by E.2 |
| » Focus electrification efforts on vehicles that drive the most miles, such as heavily used fleet vehicles. | Drop covered CA.6 |
| » Plan for EV charging at strategic locations for vehicles to support the tourism industry. | Add to existing Action Item in Chapter 10 |
| » Support the electric utility in grid modernization efforts. | Drop – covered by Goal E |
| » Evaluate City-owned property for on-site solar electric and solar thermal generation at scales appropriate to their intended use and future uses. | Drop – covered by Goal E |
| » Streamline the permitting of renewable energy sources and grid and energy storage improvements for the micro and utility scales. | Drop – covered by Policy E.1 |
| » Promote opportunities for new, utility-scale renewable energy projects in the Region and coordinate them across jurisdictional boundaries. | Drop – covered by Policy E.1 |
| » Prepare, regularly update, and provide evidence-based, ongoing assessments of the Region’s vulnerability and risk to changes in local climate to support coordinated mitigation efforts. | Drop – covered by Goal R |
| » Incorporate future climate projections and historic data into emergency operations and hazard mitigation planning efforts. | Drop – Covered by Policy RS.1 |
| » Encourage wide participation, including neighborhoods and individual residents, in the process of managing risk and building resilience. | Drop – Covered by NE.6 |
| » Coordinate flood control projects and master plans in the Region between the City and County Flood Control District to leverage drainage funding in both entities. | Drop – covered by Action item in Chapter 9 |
| » Implement regional detention and retention flood basins for Wildland-Urban Interfaces with substantial upstream catchment areas, and prioritize them by the risk, vulnerability, and density of the downstream populations. | Move to Action items in Chapter 9 |
| » Compile cost/benefit analyses for any large mitigation project with purported life and safety benefits. | Drop – required in some circumstances and can be required at the discretion of the elected or other decision making body. |

Recommendation for resolving duplication with implementation guidelines in draft Regional Plan

| Implementation Guideline from Draft Plan | Recommendation |
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| » Keep drainage code and drainage master plans/studies up to date and use the most recent science and engineering standards | Should be part of utility plans |
| » Expand and expedite forest restoration and risk mitigation efforts to reduce urban and neighborhood fire risks more effectively. | Add Policy to Resilience |
| » Support existing and new Firewise USA communities with technical and financial assistance as they become interested and/or available | Need to expand Firewise Action item to include parks, etc. |
| » Locate City fire stations and rural fire district resources within the optimal response time for new and existing developments | Drop – covered by Policy R.3 |
| » Locate critical facilities outside of floodplains. | Drop – legally required |
| » Appropriately retrofit critical facilities located within the 500-year floodplain to ensure they can remain operational during a flood event. | Add to action items in Chapter 11 |
| » Address the capacity and adequacy of critical infrastructure systems, and upgrade them as practicable, according to the risks identified. | Add to action items in Chapter 11 |
| » Target engagement about emergency preparedness to the Region’s most vulnerable populations. | Drop – Covered in Emergency operations plans |
| » Contact Neighborhood Associations, Homeowners’ Associations and neighborhood based community organizations to help identify vulnerable residents and connect them with emergency preparedness services, especially in the 500-year floodplain. | Add to Action items in Chapter 11 |
| » Connect Community Development Block Grant funding with capital improvement project needs in target neighborhoods. | Drop – already doing this |
| » Prioritize projects in the Capital Improvement Plan that support neighborhood resilience, affordable housing plans, and infill over greenfield development. | Drop – covered by I.2 |
| » Prioritize the ability to retrofit City facilities and operations to achieve carbon neutrality as technology and availability of resources allow. | Add to Action items in Chapter 11. |
| » Locate law enforcement facilities (i.e. main and sub-stations) within the prescribed response time goals and service needs of the community. | Drop – covered by Policy R.3 |
| » Stage and locate emergency management operation facilities to ensure operational continuity during emergencies and incidents throughout the Region. | Drop – covered by Policy R.3 |
| » Continually assess the location and capacity of firefighting resources to adapt to wildfire and multi-story building responses as the community grows. | Drop – covered by Policy R.3 |



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: 4/17/2025

**To: Flagstaff City Council, Coconino County Board of Supervisors,
Coconino County Planning and Zoning Commission, Flagstaff Planning
and Zoning Commission**

**From: Sara Dechter, Comprehensive and Neighborhood Planning
Manager**

Subject: Regional Plan Priorities and Goals

The Flagstaff Regional Land Use Plan 2045 had been refining the community priorities and how they are described in the plan. The current plan does not have clearly identified priorities or give direction on how the policies should be weighed. One of the objectives for this update was to identify clear priorities that can be used to guide discussions about the Regional Plan.

Public participation, scenario planning and the recent community discussions guided the development of 6 priorities: Housing Attainability and Equity, Climate Action, A Walkable Mixed-Use Community, Natural and Cultural Resources, A Healthy Economy and Resilient Public Services and Facilities. Staff has provided additional information on how the public has weighed in on the priorities through the spring survey results in the packet.

Dividing the policies into the core and complementary categories would give more weight to Housing Attainability and Equity and Climate Action. The other priorities would still be important and would be more emphasized when they are carried out in support of the core priorities.

The goals and policies are proposed to be organized under the priorities. The draft goals and their potential organization are shown in the attachment "Excerpts related to Priorities and Goals." Staff is still working on implementation and legal review of policies.

In the current plan, goals and policies are analyzed as part of the finding of plan conformance for legislative decisions outlined in the Zoning Codes of the City and County. The procedures and practices used to make these findings can be left to each jurisdiction.

Staff is looking for feedback from the group gathered on the following:

- Is the structure of core v. complementary priorities helpful and informative?
- Are Housing Attainability and Equity and Climate Action the right core priorities?
- Should we be able to weigh complementary priorities more than core in certain cases? What should it depend on?
- Organizing the goals under priorities means that elements of the plan such as transportation and parks are spread across several priorities. Are there any concerns with this approach.

EXCERPTS RELATED TO PRIORITIES AND GOALS

The goals and policies are organized under the six Regional Plan priorities: two core priorities and four complementary priorities. While each goal and policy is organized under a singular priority, the goals and policies are interrelated and can advance more than one priority.

In some cases, a goal or policy may already be incorporated into the City or County codes. For example, the availability of water within the City is determined according to a standard process called a Water Sewer Impact Analysis. Therefore, an additional water availability analysis is not needed in most cases. That said, a case may involve further analysis if, for example, a property is outside the Urban Growth boundary.

In some cases, there are conflicts in the consideration of goals and policies. When this occurs staff should weigh more heavily the policies that directly advance the Regional Plan's core priorities.

Core Priorities

The Regional Plan identifies **Housing Attainability and Equity** and **Climate Action** as its two core priorities. Together, they make up the non-negotiable objectives that define success and serve as the key drivers to align with the vision.

Complementary Priorities

The Regional Plan's four complementary priorities are **Natural and Cultural Resources**, **a Healthy Economy**, **Resilient Public Services and Facilities**, and **a Walkable Mixed-Use Community**. Each is critical to enhancing or supporting the core priorities so they can be achieved. While the complementary priorities are not the primary focus, they add value and stability to the overarching objective: achieving the Plan's vision.

The core and complementary priorities work together by creating a strategic and balanced approach to achieving the vision.



CORE PRIORITY: HOUSING ATTAINABILITY AND EQUITY

The Region’s housing supply has not kept pace with the growth in demand from residents and prospective property owners in recent decades. The cost of rent and home prices have risen much faster than incomes, leaving almost half of all City residents (45 percent) burdened by housing costs. The City’s demand for housing has also been affected by factors outside of the control of the Regional Plan, such as second homes, short-term vacation rentals, and the NAU student population. In addition, the widening gap between income and housing costs in some neighborhoods has increased housing insecurity and the risk of displacing longtime residents and workers of all income levels (see [Chapter 4](#) for more information). Stable housing is an important factor to economic security and in long-term health. Housing located close to employment centers and with access to transit also supports the Region’s climate action goals.

The City of Flagstaff in 2020 declared a Housing Emergency. Like many other communities nationwide, the Region’s systems that support the availability and accessibility of attainable housing are suffering from macroeconomic forces—that is, forces that determine overall economic growth or decline, such as inflation, unemployment, or interest rates. In response, the City has an overarching goal to “Reduce the current affordable housing need in our community by half over the next 10 years.”

The Ten-Year Housing Plan, the Preferred Scenario, and the LASS-CAP have demonstrated that the best opportunity for improving housing attainability is to combine several key strategies:

- » Create new units while minimizing the displacement of existing residents.
- » Create more housing in locations that are already served by infrastructure.
- » Increase the allowed densities and variety of housing types, especially missing middle housing.
- » Decrease the cost of development.
- » Support vibrant neighborhoods and equity in housing access.
- » Increase development in greenfield areas to reduce displacement pressure on existing neighborhoods.

HOUSING ATTAINABILITY AND EQUITY - GOALS

Housing Attainability (HA)

Goal HA – The Region increases the supply of secure, accessible, and attainable housing for all existing and future residents and provides for affordable housing in every neighborhood.

Neighborhoods and Equity (NE)

Goal NE – The Region fosters the development and revitalization of sustainable, inclusive neighborhoods that prioritize both accessibility and diversity of people and housing.

Cost of Development (CD)

Goal CD – The City and County diversify the financial strategies to provide for needed infrastructure development and housing production, including maintenance and enhancement of existing infrastructure.

Parking (PK) - City Only

Goal PK – The City manages 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.

CORE PRIORITY: CLIMATE ACTION

The Climate Action Core Priority encompasses three complementary pillars that strengthen the community:

1. Reduce climate impacts: Create cleaner air and a healthier environment that allows the Region to thrive for generations to come by decreasing GHG emissions from buildings, transportation, waste, and other sectors, and implementing carbon dioxide removal initiatives.
2. Enhance health, safety, and resilience: Strengthen the community by preparing for, and reducing harm from, climate change impacts, including extreme heat, wildfires, and flooding.
3. Increase Community Equity: Support residents who are most impacted by climate change while ensuring the costs and benefits of climate action are equitably distributed.

These are also the primary aims of the City's Carbon Neutrality Plan, which calls for the City to be carbon-neutral by 2030 (See [Chapter 1](#)).

The Scenario Planning effort revealed that the Preferred Scenario described in [Chapter 4](#) led to the lowest emissions due to reduced energy use from buildings and transportation. Improving building efficiency, supporting cleaner modes of transportation, and creating more renewable energy in the Region can accelerate benefits to residents. This scenario also has the greatest potential to advance resilience and equity through lower housing costs and more housing diversity, greater transportation options, including active transportation, and more compact development patterns.

Goals and policies listed under the Climate Action Core Priority advance climate action and other Plan priorities like Housing Attainability and Equity. Conversely, there are many goals and policies listed under the other priorities that also advance climate action.

CLIMATE ACTION - GOALS

Climate Action (CA)

Goal CA.a – The City achieves and maintains carbon neutrality by reducing emissions from all sectors (City only).¹

Goal CA.b – The County supports and advances the goals and policies designed to address and respond to climate change (County only).

Energy (E)

Goal E – Increase and diversify the Region’s use of renewable energy sources and systems while planning for the infrastructure needed to support an expanding and evolving electric grid.

Transit (TR)

Goal TR – Increase public transportation frequency, safety, accessibility, and services to make it an affordable and convenient alternative to driving in the Region.

Multimodal Transportation (MT)

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

COMPLEMENTARY PRIORITY: A WALKABLE MIXED-USE COMMUNITY

Since 2001, the Regional Plan has been moving the community toward walkability and creating neighborhoods with a mix of uses that support the daily needs of residents. Walkable, mixed-use neighborhoods promote physical health and social well being, and foster community interactions. They provide lower barrier to entry for economic development and are more economically nimble. They can also decrease household transportation costs and increase use of multimodal transportation. They are easier to serve with transit and create interesting and vibrant places.

Historic neighborhoods like La Plaza Vieja, Southside, Sunnyside, and Downtown already support small businesses and walkability, which can be further enhanced through adaptive reuse, increasing housing stability, and redevelopment. Conversely, many neighborhoods developed between the 1950s and the early 2000s have less connectivity, less access to transit, less variety of housing types, and fewer commercial uses that residents can access. This pattern of development moves the community away from achieving the core priorities of carbon neutrality and housing attainability. The Region’s greenfield areas present opportunities to develop better patterns of connectivity and mixed uses in centers, along corridors, and in neighborhood commercial sites. Helping all of these areas achieve grater walkability and mix of uses will help create a better quality of life for residents.

A WALKABLE MIXED-USE COMMUNITY - GOALS AND POLICIES

Development Pattern (DP)

Goal DP – The Region promotes development patterns that support attainable housing in a resilient and sustainable community.

Accessible Parks, Recreation, and Open Space (PROS)

Goal PROS – The Region’s system of parks, open spaces, and community centers that supports its public and environmental health provides diverse recreational needs; is accessible to all residents and visitors; and is interconnected by trails and greenways between Flagstaff, regional open space, and other County communities

Transportation System (TS)

Goal TS – The Region creates an inclusive, safe, comprehensive, and continuous transportation system that provides access, mobility, and efficient transportation options.

Enhanced Street Design (SD)

Goal SD – The City designs Great Streets and Gateways to accommodate all people safely and to include art; contextual landscaping; attractive pedestrian, bicycle, and transit facilities; and appropriate architectural features.

COMPLEMENTARY PRIORITY: NATURAL AND CULTURAL RESOURCES

The Region is a place where the natural and cultural resources and the community’s relationship with the land, sky, and water is an incomparable gift. For centuries, the Region’s landscape has sustained Indigenous cultures, wildlife, dark skies, forestry, agriculture, and natural beauty. The Region has a variety of vegetation types and diverse geology as well as world famous dark skies and cultural resources. Stewardship of these resources contributes to the quality of life for everyone who lives in, works in, and visits the Region. These resources also support the Region’s climate resilience and are vulnerable to the impacts of climate change.

NATURAL AND CULTURAL RESOURCES - GOALS AND POLICIES

Natural Resource Stewardship (RS)

Goal RS – The Region stewards its natural resources using scientific, social, economic, and cultural best practices.

Cultural Resources (CR)

Goal CR – The Region maintains an enduring and unique sense of place that celebrates its diverse ecosystems and community heritage.

Outstanding Open Spaces and Parks (OS)

Goal OS – Conserve natural and cultural resources through the purchase and design of parks and open spaces.

COMPLEMENTARY PRIORITY: HEALTHY ECONOMY

Economic diversity is critical to viable, resilient communities. The Region has a vibrant economy based in education, health, science, and tourism. Business expansion and retention efforts address the availability of space for new and existing businesses and the costs of business in the community. Strengthening everyone’s ability to thrive economically and address the cost of living requires a diverse approach that supports not only businesses but neighborhoods, public health, climate action, and housing.

HEALTHY ECONOMY - GOALS

Healthy Economy (HE)

Goal HE – Creates and maintains a vibrant and diverse economy for all that supports a thriving workforce, innovative businesses, and expansion of compatible new industries.

Employment Districts (ED)

Goal ED – Maintain and protect a supply of land to accommodate the needs of existing and future employment and manufacturing.

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.

Freight and Rail (FR)

Goal FR – Support the area’s economic vitality by improving the location and design of infrastructure that supports freight and rail--especially in appropriate employment areas--and maintaining interstate and rail access.

COMPLEMENTARY PRIORITY: RESILIENT PUBLIC SERVICES AND FACILITIES

Resilient public services and facilities support resilient and sustainable water and sewer, stormwater, flood control, fire, police, emergency management, solid waste, internet, electricity and other public services and facilities. The way that the City, County, and private utilities manage and provide these services has wide-ranging implications for the cost and quality of life in the Flagstaff Region. These services are necessary for public safety and to support a healthy environment and community.

RESILIENT PUBLIC SERVICES AND FACILITIES - GOALS AND POLICIES

Growth Management

Goal GM – Future development and associated infrastructure in the Region uses land and water resources efficiently and is built to mitigate the impacts of climate change.

Water Resource Management (WR)

Goal WR.a – Balance water demand and water supply to maintain the 100-year water adequacy designation,² support sustainable regional hydrology, and meet ecosystem needs (City only).

Goal WR.b – Balance water demand and water supply for social and economic well-being while supporting sustainable regional hydrology, and meeting ecosystem needs (County only).

Water Quality and Stormwater Management (WQ)

Goal WQ – Manage watersheds and stormwater to address flooding concerns, water quality, and environmental protections.

Resilience (R)

Goal R – Work across all government operations and services to reduce the risk of natural and human-caused hazards.

Infrastructure (I)

Goal I – Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.

Public Safety (PS)

Goal PS – Provide high-quality emergency response and public safety services including law enforcement, fire, medical, and ambulance transport services for all.

Chapter 3 Endnotes

1. The City of Flagstaff adopted a Carbon Neutrality Plan with the goal of achieving carbon neutrality by 2030.
4. Water adequacy requires evaluating the technological and fiscal feasibility of alternative water sources, treatment technologies, and management through regular Utility Master Plans and is approved by the Arizona Department of



COMMUNITY DEVELOPMENT

MEMORANDUM

Date: 4/24/2025

**To: Flagstaff City Council, Coconino County Board of Supervisors,
Coconino County Planning and Zoning Commission, Flagstaff Planning
and Zoning Commission**

**From: Sara Dechter, Comprehensive and Neighborhood Planning
Manager**

Subject: Future Growth Illustration

In the 60-day review draft of the Flagstaff Regional Plan 2045, Chapter 4 provides the Future Growth illustration (FGI), and the descriptions of land use categories. The attached description and maps show an updated version of this information, the map, and the related text. These materials are still going through technical and legal review and edits and are being shared for the purpose of gaining additional insights into the direction that the officials gather want to the plan to include.

In addition to the PDF maps, an interactive version of the draft FGI is available here:
<https://gis.flagstaffaz.gov/portal/apps/webappviewer/index.html?id=e5589ce2b60d4763bc2bf13619fb16e5>

Changes to the FGI

The updated FGI land use categories are proposed to change from the 60-day public review draft by combining the Suburban Neighborhood High Density and Medium Density into a single category, and by moving the implementation guidelines from Parks, Recreation and Open Space to apply to the land use category.

Geographic areas of the FGI that were changed all fall within the City and are:

- The John Wesley Powell area, where Suburban Corridor and Center parcels were added and removed.
- The Beulah Employment District area, which was limited to only the parcels of the Northern Arizona Healthcare Specific Plan.
- The Milton Suburban Center, which became an Urban Center north of University Ave.
- Southside, where Urban Center parcels were replaced with Urban Corridor and Urban Neighborhood, to better align with the Southside Plan.
- Country Club, where some Suburban Corridor parcels were replaced with Suburban Neighborhood.

As well as other individual parcel changes in response to public comment requests. The city is working through how future density and intensity would be calculated for rezones.

Comparing the 2030 and draft 2045 FGI

The survey responses show that there are some respondents who are concerned with the proposed densities and development pattern in the draft plan, and at the same time, the Scenario Planning efforts and other analysis shows that without density, the core priorities are unlikely to be achieved.

The draft Regional Plan supports increasing density throughout the City and maintaining density objectives in the areas outside the Urban Growth boundary in a manner like the current Regional Plan. It expands the area of the City Center that is defined as Urban and provides more flexible methods for locating commercial development within Suburban Neighborhoods to support walkable mixed-use neighborhoods. The density thresholds for Urban Neighborhoods are intended to move over time towards densities of 20 dwelling units per acre (duac) or greater. Most of these neighborhoods already have densities of 8-20 duac, Suburban areas are combined into a single category with a distinction in density for areas with and without City utilities as defined by the Urban Growth Boundary.

There are fewer commercial areas identified in greenfield sites than the current Regional Plan. However, changes from Suburban Neighborhood to a Corridor or Center are proposed as minor plan amendments that can be considered concurrent with rezoning cases. In addition, staff is working to refine an administrative path for smaller commercial areas within a new development or areas identified for small commercial in neighborhood.

Employment areas on the map are very similar to the ones identified in the current Regional Plan. A few exceptions are that the NAH Health Center site which was both a Regional Urban Activity Center and a Special District in the current plan is designated an Urban Center and the full property owned by Lowell Observatory is shown as a University/Research District. The updated Plan will also allow for

complimentary workforce housing and commercial. Employment areas include both land for attracting and expanding employment in the community and areas that can support the heavy and light industrial uses needed for construction, forest restoration, and other sectors.

Density and Intensity Calculations

The City and the County have slightly different methods of calculating density as defined by their respective Zoning Codes. The Regional Plan is silent on how to calculate density with the intention that the standard calculation for zoning for each jurisdiction may be used on development cases. An exception is that density bonuses that further goals and policies in the plan such as energy efficient buildings and affordable housing are not included in the Regional Plan calculation if they would cause the proposed development to exceed the upper bound of the range. This is an interpretation carried forward from the current Regional Plan.

FGI Implementation

The Arizona Revised Statute states that rezoning ordinances, which are the most common plan implementation action for the FGI, should conform to the land use element of the comprehensive or general plan. The Future Growth Illustration is the central means of determining that conformance.

Annexations by the City are also required to have a “finding of conformance” with the Regional Plan. In the current and revised plan, the Urban Growth Boundary is the area that allows for annexation without requiring a major plan amendment.

The 2001 Flagstaff Regional Land Use and Transportation Plan only required conformance with a very detailed land use map and rarely used goals and policies. The current Regional Plan requires more than what the state statute suggests and has all elements of the plan, not only the land use element included in the findings of conformance. Currently, applicants for rezoning and plan amendments create a lengthy narrative listing all the relevant goals and policies and analyzing the proposal against those goals and policies in detail. There has been benefits and challenges to both approaches. Staff is considering ways to find a middle ground where the focus of the finding of conformance is the Future Growth Illustration and related guidelines, and the priorities are addressed in the narrative of development case applications in a manner more consistent with the approach described in state statute.

Other practical ways to ensure that the land use elements of the plan are implemented consistently are:

Specific and Area Plans: Area plans or specific plans are geographic specific or topic specific plans that further refine and implement the Comprehensive

or General Plan. These plans may include a statement(s) describing how the plan implements Regional Plan goals and policies, and how it is compatible with it (See Page 2-5 for more information).

Updates to City Codes: Amendments to the map and text of the Zoning Code must conform to the Regional Plan, while Subdivision Code, Engineering Design Standards and Specifications, and other City and County Codes can be important implementation tools but do not require such a finding in all cases. The City's Zoning Code (Flagstaff City Code Title 10) is updated at the discretion of the elected officials of the City in response to goals, policies, and implementation strategies presented in the Regional Plan (Arizona State Revised Statute [ARS] 9-462.01.F).

Amendments to the Coconino County Zoning and Subdivision Codes must be consistent with the goals, objectives, and policies of the County's Comprehensive Plan, including amendments to the Comprehensive Plan (County Code 5.12.b.6). The County's Zoning Code and Subdivision regulations may be updated at the discretion of the County's elected officials in response to the goals, policies, and implementation strategies of the Regional Plan.

Acceptance of Dedications and Abandonments: Real property for street, square, park, or other related public purposes is required to have a "finding of conformity" with the City's General Plan (ARS 9-461.07.C). City Council, at its discretion, may choose not to accept dedications or approve abandonments that do not conform to the Regional Plan's goals and policies.

Capital Improvement Plans (CIPs): The City's CIPs and long-range utility and transportation plans are generally consistent with the Regional Plan's land use policies and infrastructure recommendations (water, sewer, stormwater, transportation, and parks/recreation) (ARS 9-461.07.B). Major new improvements that are not reflected in the Regional Plan, and which could dramatically depart from its recommendations, should be preceded by a Regional Plan amendment when they cannot be modified to meet the Regional Plan's goals and policies.

Annual Work Programs and Budget: The Regional Plan is designed to "serve as a pattern and guide for the orderly growth and development of the municipality and as a basis for the efficient expenditure of its funds relating to the subjects of the general plan" (ARS 9-461.07.A.1). Consideration of the Regional Plan's goals, policies, and action items should be given in the budget process and when setting work programs for the City and may be for County departments and divisions.

Discussion questions

Staff is looking for feedback from the group gathered on the following:

- Are the land use categories appropriately grouped and described?
- Are there elements of the graphics or images that need further explanation?
- Are the locations of the land use categories on the FGI where they should be?
- Are the compatible zoning categories and density ranges appropriate?
- Do you have concerns or feedback on potential implementation scenarios?

State Statute citations

9-461.05. C. *The general plan shall consist of a statement of community goals and development policies. The plan shall include maps, any necessary diagrams and text setting forth objectives, principles, standards and plan proposals. The plan shall include the following elements:*

1. A land use element that:

(a) Designates the proposed general distribution and location and extent of such uses of the land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space and other categories of public and private uses of land as may be appropriate to the municipality.

(b) Includes a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan.

(c) Identifies specific programs and policies that the municipality may use to promote infill or compact form development activity and locations where those development patterns should be encouraged.

(d) Includes consideration of air quality and access to incident solar energy for all general categories of land use.

(e) Includes policies that address maintaining a broad variety of land uses, including the range of uses existing in the municipality when the plan is adopted, readopted or amended.

(f) For cities and towns with territory in the vicinity of a military airport or ancillary military facility as defined in section 28-8461, includes consideration of military airport or ancillary military facility operations. If a city or town includes land in a high noise or accident potential zone as defined in section 28-8461, the city or town shall identify the boundaries of the high noise or accident potential zone in its general plan for purposes of planning land uses in the high noise or accident potential zone that are compatible with the operation of the military airport or ancillary military facility pursuant to section 28-8481, subsection J.

(g) Includes sources of aggregates from maps that are available from state agencies, information from the Arizona geological survey on how to locate existing mines, consideration of existing mining operations and suitable geologic resources, policies to preserve currently identified aggregates sufficient for future development and policies to avoid incompatible land uses, except that this subdivision does not affect any permitted underground storage facility or limit any person's right to obtain a permit for an underground storage facility pursuant to title 45, chapter 3.1.

ARS 9-462.01.F *“All zoning and rezoning ordinances or regulations adopted under this article shall be consistent with and conform to the adopted general plan of the municipality, if any, as adopted under article 6 of this chapter. In the case of uncertainty in construing or applying the conformity of any part of a proposed rezoning ordinance to the adopted general plan of the municipality, the ordinance shall be construed in a manner that will further the implementation of, and not be contrary to, the goals, policies and applicable elements of the general plan. A rezoning ordinance conforms with the land use element of*

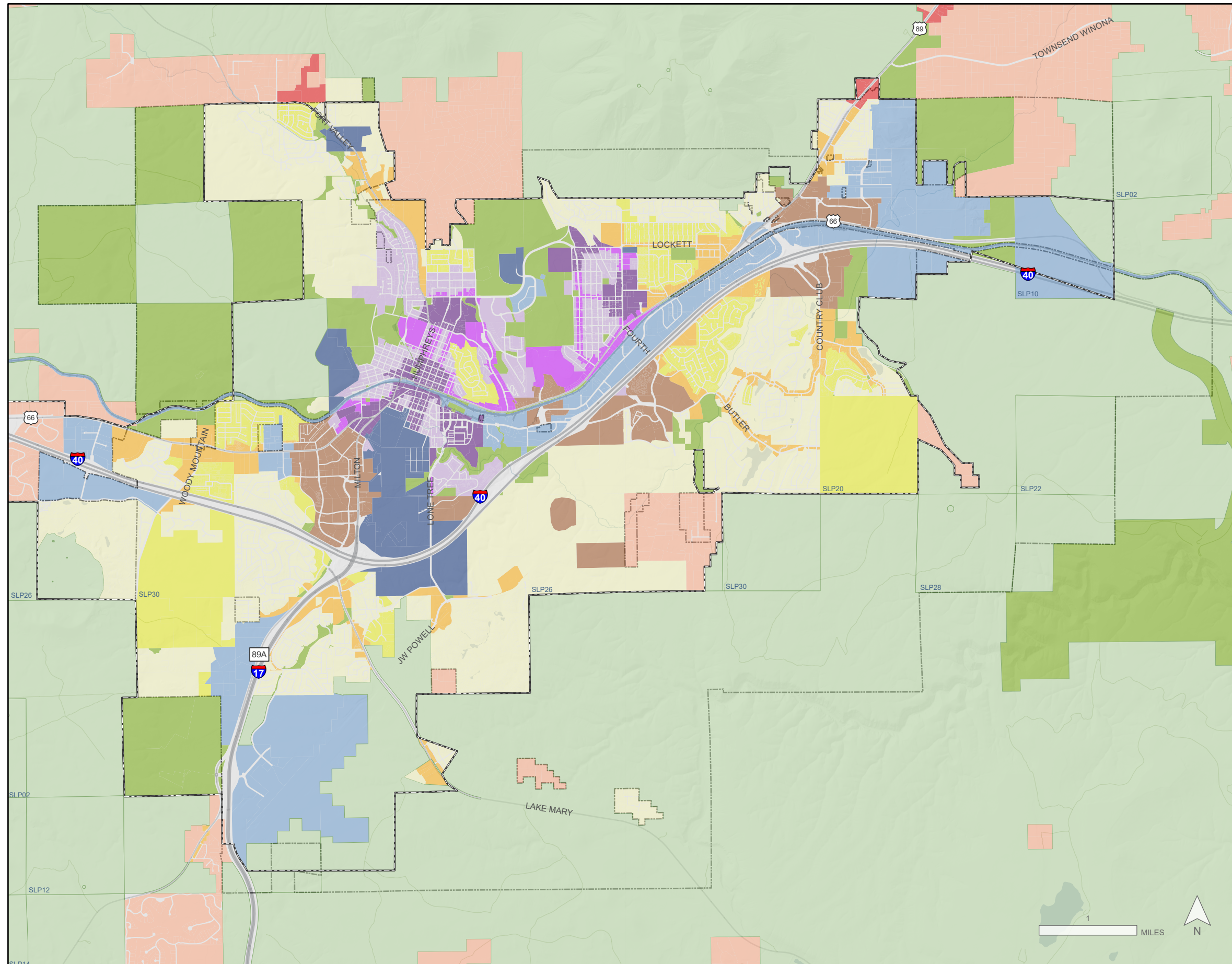
the general plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the land use element of the general plan.”

ARS 11-814.A. All rezonings adopted under this article shall be consistent with and conform to the adopted comprehensive plan. In the case of uncertainty in constructing or applying the conformity of any part of a proposed rezoning to the adopted comprehensive plan, the rezoning shall be construed in a manner that will further the implementation of, and not be contrary to, the goals, policies and applicable elements of the comprehensive plan. A rezoning conforms with the comprehensive plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the comprehensive plan.

60 Day Public Review Version

FUTURE GROWTH ILLUSTRATION

- Urban Center
- Suburban Center
- Rural Center
- Urban Corridor
- Suburban Corridor
- Employment District
- University/Research District
- Parks/Open Space
- Federal Lands and Working Landscapes
- Urban Neighborhood
- Suburban Neighborhood – High Density
- Suburban Neighborhood – Medium Density
- Rural Neighborhood
- Urban Growth Boundary
- CoF Boundary



R5E

R6E

R7E

R8E

R9E

T23N

T22N

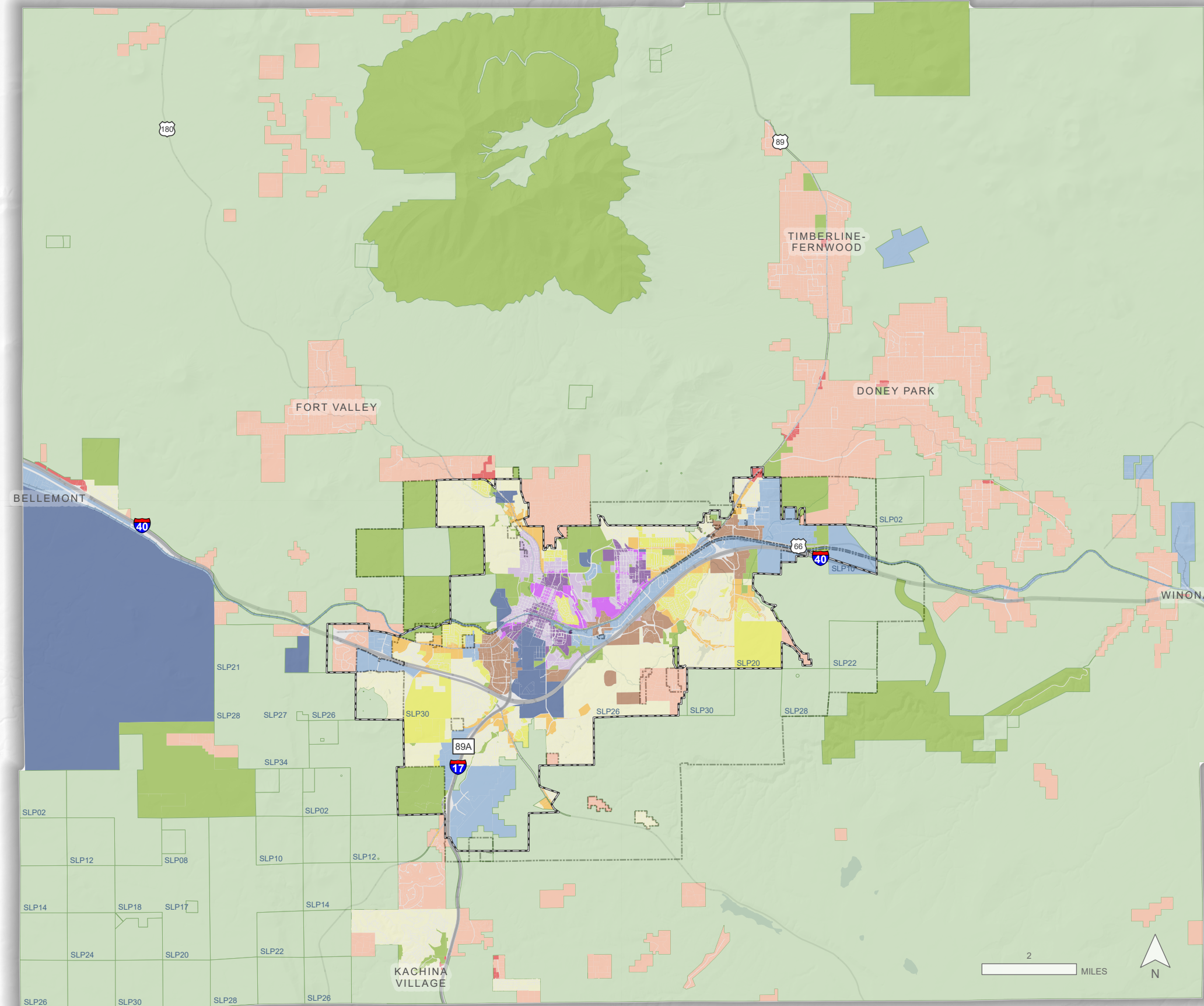
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60 Day Public Review Version

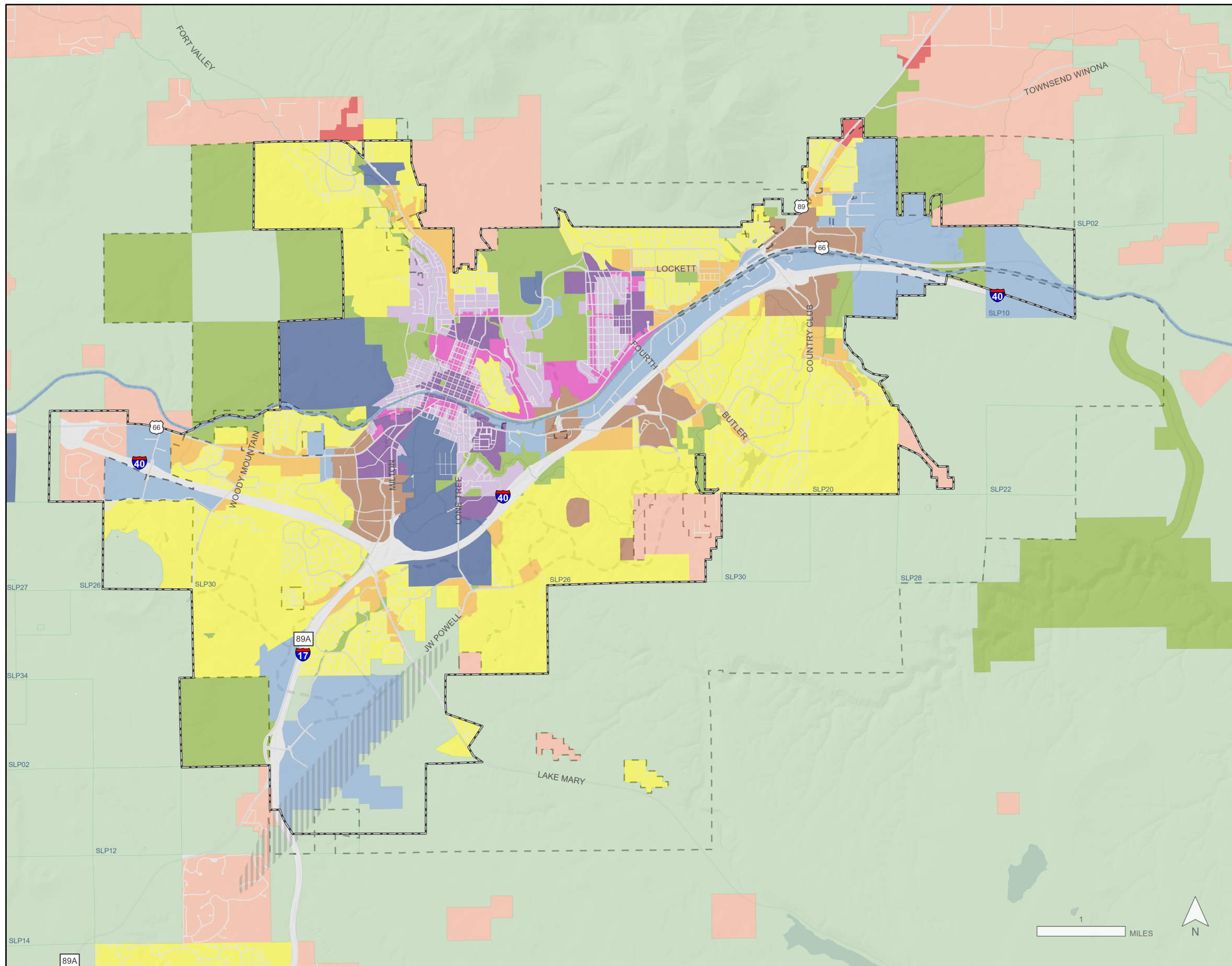
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- Urban Neighborhood
- Suburban Neighborhood – High Density
- Suburban Neighborhood – Medium Density
- Rural Neighborhood
- Urban Growth Boundary
- CoF Boundary



Coconino County

FLAGSTAFF



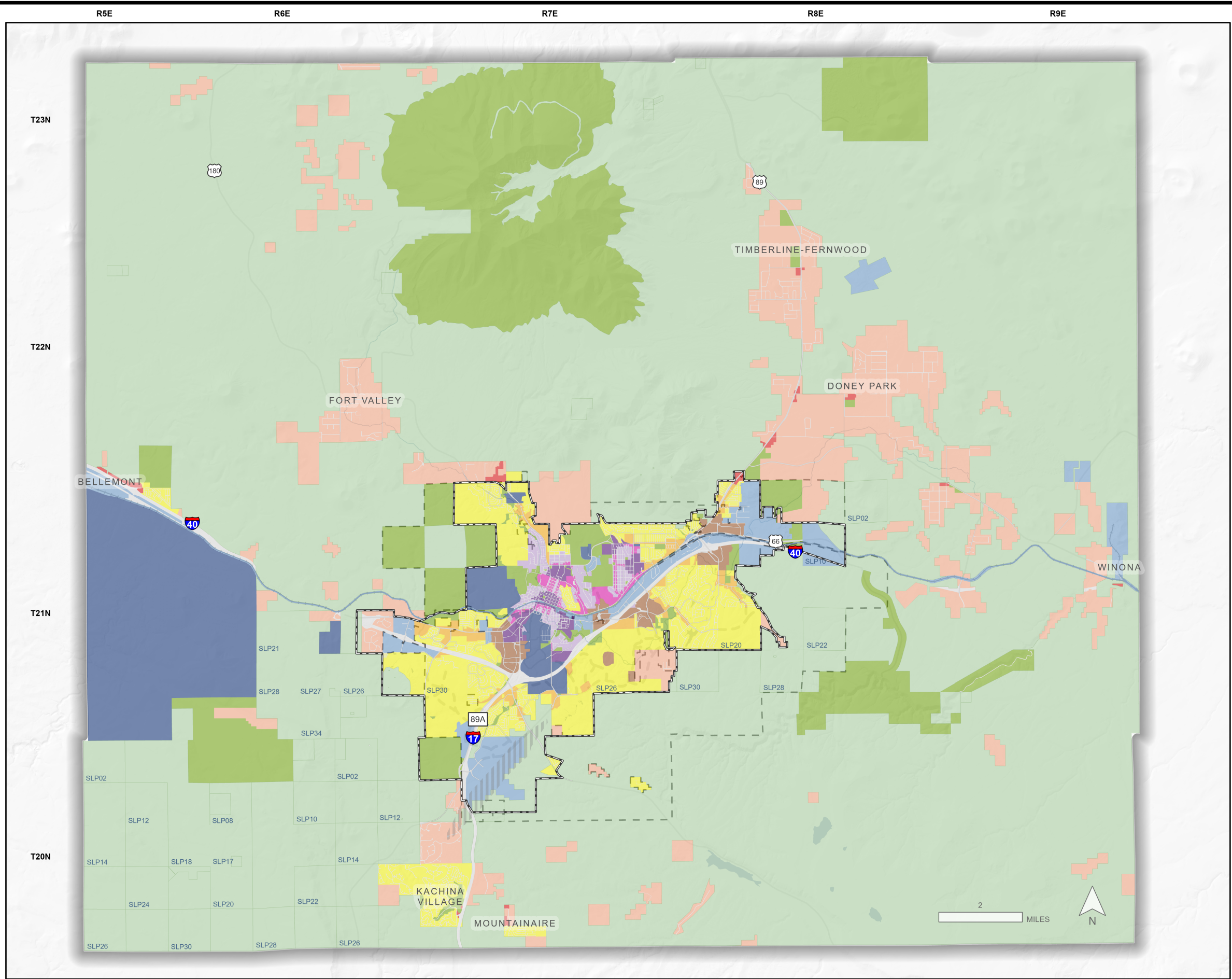
FUTURE GROWTH ILLUSTRATION

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- Rural Center
- Urban Corridor
- Suburban Corridor
- Urban Neighborhood
- Suburban Neighborhood
- Rural Neighborhood
- Employment District
- University/Research District
- Parks/Open Space
- Federal Lands and Working Landscapes
- Airport Overlay Zone
- Urban Growth Boundary
- Planned Roads
- CoF Boundary



Disclaimer: The Future Growth Illustration and desired future conditions do not preclude a property owner from exercising their currently available private development entitlements.

Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community



FUTURE GROWTH ILLUSTRATION

- Urban Center
- Suburban Center
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GROWTH AND LAND USE

This chapter incorporates the Growth, Land Use, Housing, Conservation, Rehabilitation, and Redevelopment elements required by state statute (9-461.05) and Growth and Land use elements required by state statute (11-804).

BACKGROUND

The Regional Plan is a place to share the facts and the details about what has already occurred in the community, where the community is now, and what opportunities lie ahead. The community conversations surrounding growth are the most challenging; they are woven into every map and every piece of guidance the Regional Plan provides to future decision makers, and they incorporate the competing values, needs, and priorities of people throughout the Region.

Finding a balance between conserving what is cared about individually and collectively and charting a future for current residents and the generations to come is difficult. While updating the Regional Plan, the community wrestled with facts, feelings, and values to uncover the choices that are possible concerning what the Region will become and how to steward its future.

Regional Growth Trends 2012-2022

Since 2012, 5,246 new dwelling units have been constructed in the City and 1,590 new dwelling units have been constructed in the County.¹ In the past three decades (1990-2020), the City's pace of housing production has not kept pace with demand for housing. The community has seen a steady rise in housing costs. Increasingly, people who work in the Region can only afford to live in outlying communities, leading to longer commutes. [See Chapter 5](#) for a discussion of factors influencing the cost of housing, including secondary homes, short-term rentals, and student housing.

TABLE 4-1: SINGLE FAMILY AND MULTIFAMILY DWELLING PERMITS ISSUED 2016-2023 (CITY)²

| Year | Single Family Permits | Multifamily Permits | Total Permits |
|------|-----------------------|---------------------|---------------|
| 2016 | 265 | 537 | 802 |
| 2017 | 258 | 469 | 727 |
| 2018 | 398 | 10 | 408 |
| 2019 | 296 | 117 | 413 |
| 2020 | 289 | 388 | 677 |
| 2021 | 220 | 473 | 693 |
| 2022 | 160 | 352 | 512 |
| 2023 | 195 | 592 | 787 |

TABLE 4-2: CHANGES TO POPULATION AND HOUSING UNITS 2000-2020 (CITY)³

| Year | Housing Units | Increase in Units | Increase in population |
|------|---------------|-------------------|------------------------|
| 2000 | 21,430 | | |
| 2010 | 25,648 | +4,218 | +12,976 |
| 2020 | 31,369 | +5,721 | +10,961 |

SCENARIO PLANNING

As introduced in [Chapter 1](#), the process of creating the Regional Plan was informed by exploratory scenario planning, which helps communities identify issues and plan for the future despite not knowing which specific challenges will emerge. Scenario planning for the Region began with identifying three “critical uncertainties”:





- 1. How much will the Region’s population grow?
- 2. How much funding will be available for infrastructure?
- 3. How much will climate change impact the Region?

Through a series of workshops, the public then helped generate ideas and principles for how the Region should respond. Based on public feedback on vision, growth concepts and principles, and scenario-building “Face the Future” workshops, four initial scenarios were developed, each with a unique set of assumptions. All scenarios assumed the same levels of housing were built and the same job growth using different patterns and scales of development. A Technical Advisory Group made up of experts in various disciplines from the community were consulted on assumptions, to review input, and to verify conclusions.

The scenarios considered in this process assumed that public and private actions could be coordinated through regulations and incentives and that reasonably foreseeable technology projections occur as they are currently forecasted. The Regional Plan cannot regulate or even influence all of the factors that would need to align for the scenarios to occur in the way they are projected. However, the comparison of scenarios informs how the City and County should set goals and policies for what they can influence to create the environment for the better growth outcomes.

The four scenarios showed that centrally located density will be essential to both housing affordability and carbon neutrality as both scenarios C and D were the only scenarios that reduced the cost of housing and significantly reduced auto dependency and lengthy commutes for workers in the Region. Scenario B also showed that new neighborhoods can also support these goals when completed in a manner that allows a greater density and mix of uses.

TABLE 4-3: THE FOUR SCENARIOS

| Scenario | Assumptions | Key Findings |
|--|---|---|
| A - Business as Usual  Most detached single-family units | All development occurs using existing zoning entitlements. Most single-family detached housing units. | Housing costs are 54 percent higher than today. 17 percent fewer workers live in the Region than today. 1 percent increase in transportation emissions, 2 percent increase in building emissions. |
| B - Complete Communities  Most housing diversity | Focus on new neighborhoods and centers. Most housing diversity. | Housing costs are 19 percent higher than today. 7 percent fewer workers live in the Region than today. 2 percent decrease in transportation emissions, 2 percent decrease in building emissions. |
| C - Urban Centers and Corridors  Most apartments and condo buildings | Focus on higher density development in centers and corridors. Most apartment or condominium buildings. | Housing costs are 21 percent lower than today. 13 percent more workers live in the Region than today. 9 percent decrease in transportation emissions, 7 percent decrease in building emissions. |
| D - Neighborhood Infill  Most attached housing units (i.e. townhomes) | Focus on smaller infill projects in existing neighborhoods. Most attached housing units. | Housing costs are 22 percent lower than today. 13 percent more workers live in the Region than today. 8 percent decrease in both transportation and building emissions. |



Route 66 in Downtown Flagstaff

The Preferred Scenario

The public was asked to evaluate each of the initial four scenarios through a scenario choosing survey, and a Preferred Scenario was developed based on the outcome. The Preferred Scenario was a hybrid of the four scenarios, focusing on Scenarios C and D while including emphasis on compact, single-family development from Scenario B. The Preferred Scenario prescribes allowing more housing density in existing neighborhoods, encouraging compact development along major transportation corridors, and improving the alignment of public infrastructure investments with areas where density is supported. These actions would create more opportunities for attainable housing, help reduce the frequency and duration that residents must drive, and support the Region's progress toward achieving carbon neutrality goals.

The Preferred Scenario was projected to impact growth and land use in the following ways:

» Livability & Attainability

The Preferred Scenario aims to create a more livable and affordable Region by encouraging more compact and diverse housing types throughout established neighborhoods. These housing types include duplexes, triplexes, fourplexes, and cottage courts (also known as "middle housing"), as well as more apartments and mixed-use buildings. Preferred Scenario modeling demonstrated that a combined approach of increasing housing production and producing smaller units in the Region through 2045 could result in a **20-percent reduction in housing costs versus today**, enabling the Region to house more of its workforce locally. Achieving this outcome depends heavily on reducing barriers to creating new housing units.

» Transportation & Infrastructure

A major objective of the Preferred Scenario is the efficient use of scarce public funds. The Preferred Scenario focuses on encouraging more infill growth and investment in existing infrastructure, including along existing public transit lines, rather than expanding future roadways to new growth areas. The Preferred Scenario assumes that already funded projects such as the Lone Tree Overpass and the JW Powell Boulevard Extension are completed, which allows for land in these areas to be opened to housing development. By focusing the future investments on denser infill development, the Preferred Scenario produced the biggest shifts from driving to walking, biking, and transit use. Specifically, it resulted in a **2.9-percentage point increase in the Region's daily share of transit trips, and a 1.8-percentage point increase in the daily share of walking**. These findings demonstrate that targeted investment and infill development will provide some improvement in walking and transit trips. More information on strategies to support these targets further with a healthy environment for walking, biking, and transit are in [Chapter 6, Transportation](#).

» Sustainability & Resilience

The Preferred Scenario showcases how the Region can make progress toward the City's carbon neutrality goals through improvements in building efficiency, lower-carbon energy sources, more compact development, and reduced vehicle dependency. While the Preferred Scenario does not lead to reduced vehicle miles traveled Region-wide, it does result in the biggest reduction in per-household driving of any scenario tested. More compact land use patterns, building efficiency measures in new construction, and reduced driving equate to an **eight-percent reduction in transportation emissions and a seven-percent reduction in building emissions by 2045**.

Integrating Priorities in Growth and Land Use Decisions

The exploratory scenario planning exercises demonstrated that moving forward with Scenario A, "Business as Usual," which mimicked past land-use patterns, will prevent the Region from meeting its affordability, carbon neutrality, energy, water, and transportation goals. The Preferred Scenario illustrates what targets the Region could set to achieve its vision and goals despite uncertainties surrounding population growth, public funding, and the impacts of

Disclaimer: The Preferred Scenario assumed property owners would use existing entitlements in locations where changes were not modeled. The Regional Plan cannot preclude any property owner from using their existing entitlements, even if the scenario demonstrated greater community benefits of different land uses, intensity, and density of a site.

Scenario Planning Process

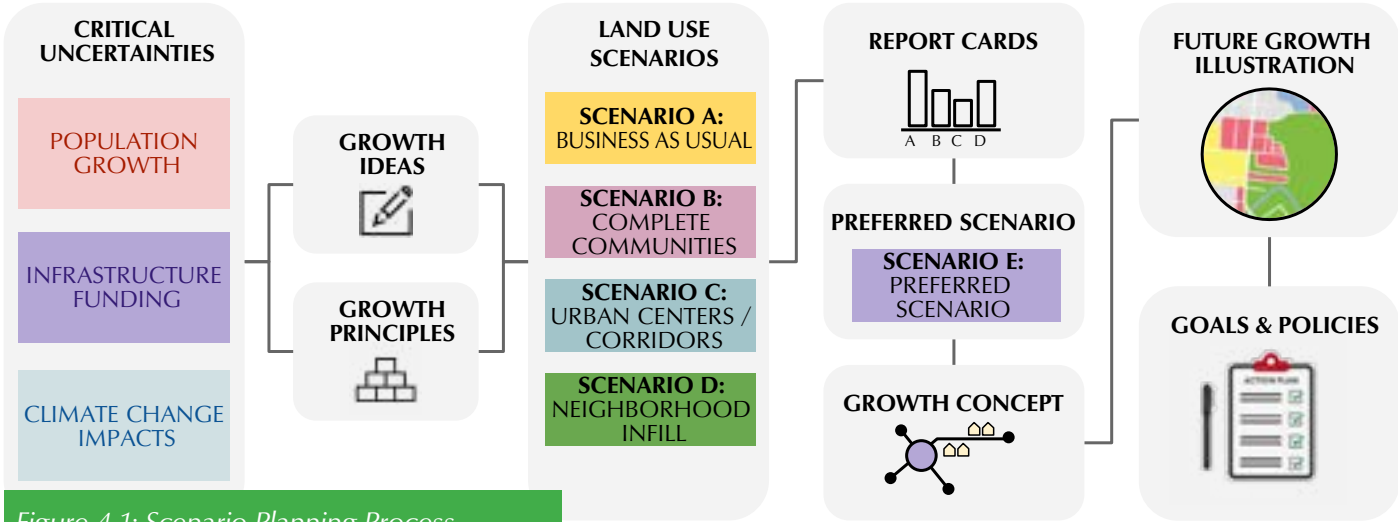


Figure 4-1: Scenario Planning Process

Once finalized, the Preferred Scenario was transitioned into the Region’s “Growth Concept,” which translated the broader land-use characteristics of the Preferred Scenario into categories to use as “building blocks” in the Future Growth Illustration (See [Future Land Use Categories](#)). The Growth Concept assessed the parameters and locations of these building blocks, as well as their general density and mix of uses in consideration of existing entitlements, area and specific plans, possible site limitations, and other City and County policies. Finally, the Growth Concept was presented to the Regional Plan Committee as the basis for the land-use categories and as one of the considerations used to develop the Future Growth Illustration and goals and policies.

Future Growth Illustration

The Future Growth Illustration on the pages that follow is the map that defines the “proposed general distribution and location and extent of land uses for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space and other categories of public and private uses of land as may be appropriate to the municipality.”⁴ The Future Growth Illustration and this chapter’s guidelines set the context for the Regional Plan’s goals and policies. This context influences how a private development proposal, or a public investment, contributes to achieving the Regional Plan’s goals and policies and whether a proposed land-use change conforms to the Regional Plan.

The Future Growth Illustration is built on a framework that defines the types of places that exist in the Region today and others that would be encouraged in the future. It is made up a series of building blocks, which help explain how different parts of the Region relate to one another. For example, the building blocks identify which areas support primarily residential activity versus areas that support more commercial and employment activity. The building blocks are Centers, Corridors, Districts, Neighborhoods, and Landscapes, which are defined for different contexts including Urban, Suburban, Rural, Employment, or University and Research. The following pages go into more detail on each building block and land use category.

The Future Growth Illustration takes into account issues such as access and topography limitations, existing entitlements, and the availability of infrastructure and services to create a coherent vision for how the Region will grow.

An online interactive map is available [here](#).

FUTURE LAND USE CATEGORIES

Each category depicted on the Future Growth Illustration has a set of Category Guidelines, which describe the characteristics anticipated for these areas as they develop or redevelop. The guidelines apply to development proposals seeking a finding of plan conformance⁵ or a plan amendment. The purpose of these guidelines is to determine the appropriateness of a proposal for the Future Land Use Category for Direct-to-Ordinance Zoning Map Amendments⁶ and Conditional Use Permits, if applicable. Appropriate zoning for each Future Land Use Category and the future desired densities for Concept Zoning Map Amendments can be found in the Table of Zoning Compatibility for each Land Use Category. [Flagstaff City Code 10-20.50.040.D](#) describes both types of zoning map amendments. Text amendments to the Zoning Code should focus on Goals and Policies in [Chapter 2](#).

Building Block: Centers

Centers provide basic goods, services, and employment to significant parts of the Region and areas outside it. They may include one or more neighborhoods and serve adjoining neighborhoods. Some Centers may provide unique or specialized opportunities (such as arts and entertainment) that define their character and are best supported by larger markets.

Existing Urban Centers, such as Downtown Flagstaff and the Flagstaff Medical Center, Suburban Centers like South Milton Road, and Rural Centers such as Shadow Mountain Drive in Bellemont, are located around the intersection of major transportation corridors. Centers should contain a mix of housing, jobs, and services at densities that are appropriately scaled to their context (Urban, Suburban, Rural), as well as appropriate transportation and transit infrastructure.

WHAT IS TRANSIT-SUPPORTIVE LAND USE?

Transit does not operate efficiently if destinations, people, and jobs are spread out and difficult to access. Transit-supportive land use is a style of development that puts people and places within easy reach by using transit. The Code Analysis Project has determined that transit supportive densities in the City should be no less than eight dwelling units per acre (duac). The exploratory scenario planning efforts showed the community would realize more benefits from supporting higher-density developments in Centers and Corridors. Increasing density in proximity to existing transit can support higher frequency services. Transit-supportive locations provide people who live, work, and visit the Region with a range of mobility options, services, and recreational opportunities, as well as access to key destinations such as employment centers and schools, within a short distance from their homes. Building to support transit use is the economical and efficient way to add travel capacity without significantly increasing roadway capacity, helping more people travel without increasing travel times. Although it is not a new concept, it could be a new consideration as the Region continues to grow. Successful transit-supportive land use has the following characteristics:

- » **Public Realm:** Streets, sidewalks, and public gathering spaces make up the public realm. Transit-supportive public realms focus on walking. Short blocks are a sign of a well-connected street network. Wider sidewalks and engaging streetscapes make walking feel more comfortable. Bike lanes and crosswalks allow multiple transportation modes to share the roadway.
- » **Physical Form:** Transit-supportive land use does not stop at the sidewalk. The ways that buildings are designed and that vehicles are parked have a significant impact on the way people interact with a neighborhood, corridor, or district. Transit-supportive design principles focus on improving the pedestrian realm. Key features include active ground-floor uses, accessible and inclusive spaces, parking lots that do not front the roadway, and direct pedestrian connectivity from the building to the bus stop.
- » **People:** Activity is the biggest driver of transit ridership. Transit-supportive land use promotes a compact mix of people and jobs. Destinations should be diverse with a mix of uses to keep activity high throughout the day.

Urban Center (UC)

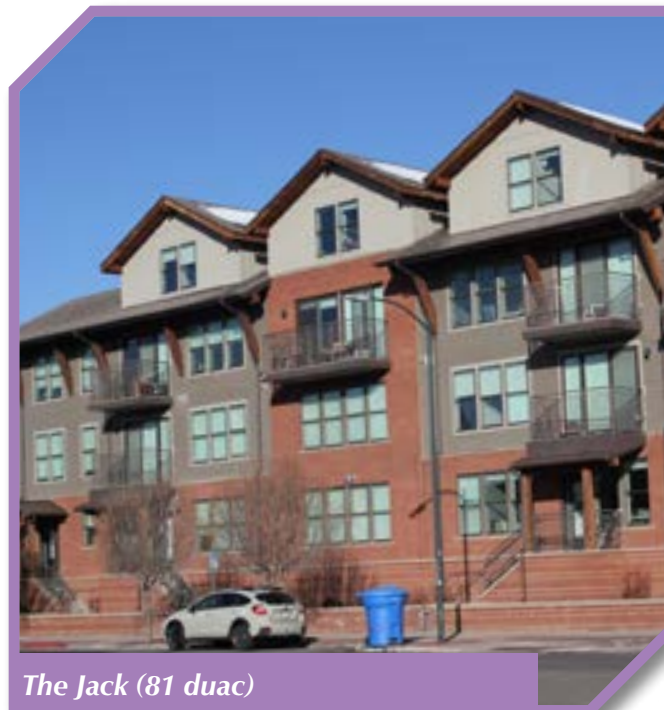
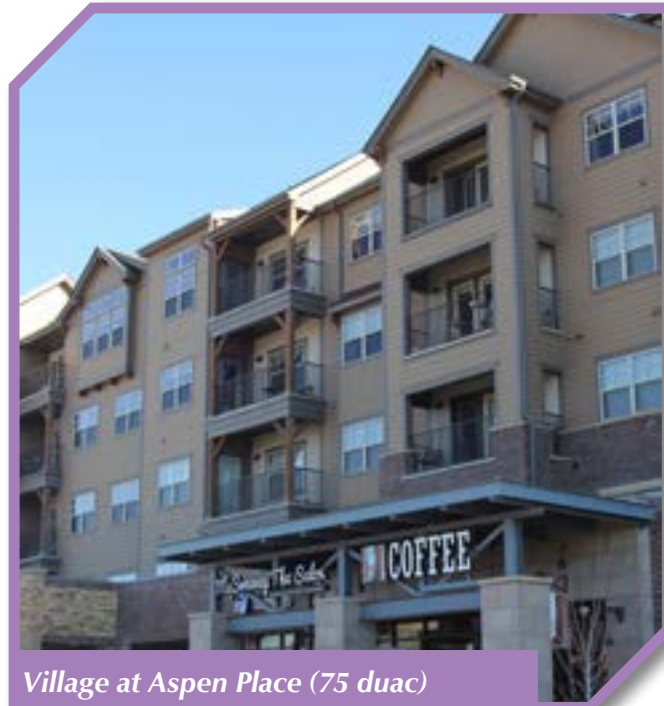
Urban Centers have a higher intensity of people, residences, jobs, and activities. Where feasible, streets and sidewalks are in a grid pattern of relatively small blocks. The area is walkable, and a variety of services and goods is available. Creating large, vehicle-oriented intersections is avoided by introducing more frequent and better connected arterial and collector roadways. Transit-supportive development encourages increasing transit frequency and more stops.

Future Desired Density/Intensity: More than 50 dwelling units per acre

Category Guidelines

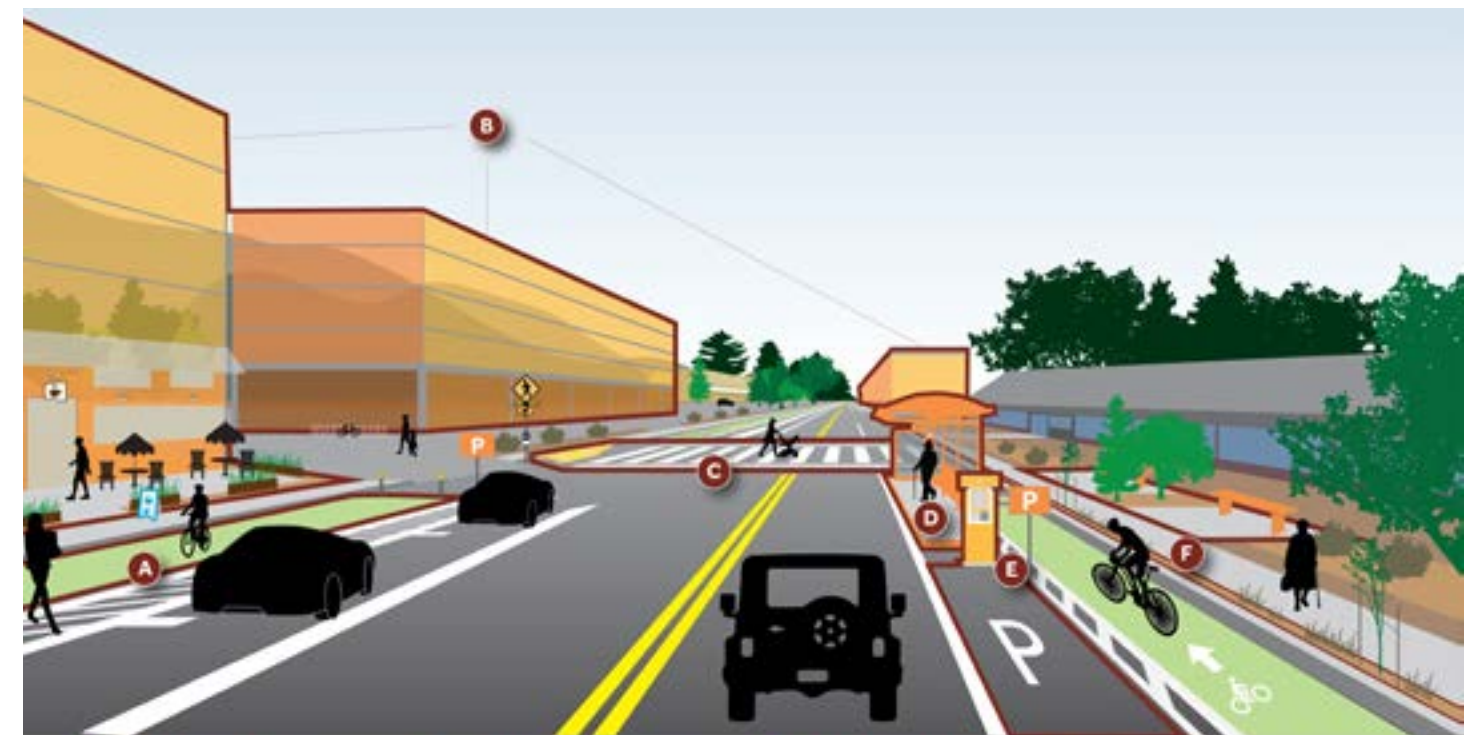
Urban Centers should:

- » Be designed based on gridded street systems and consider constraints on connectivity such as topography, the railroad, and highways.
- » Develop high pedestrian, bicycle, and transit connectivity via the street network and improved with dedicated facilities.
- » Encourage residential uses co-located with commercial uses within mixed-use developments.
- » Prefer vertical-mixed uses; buildings that are solely commercial should be a minimum of two stories.
- » Locate midrise apartment buildings without a commercial first floor walking distance from the central commercial area.
- » Locate limited auto-oriented uses such as gas stations, car washes, and drive-through restaurants on major and minor arterials.
- » Allow for limited drive-up booths and drop-off areas for banks, hotels, food and beverage kiosks, and similar uses.
- » Implement managed parking, such as a ParkFlag district.
- » Create central and activated public spaces.
- » Provide connectivity to open spaces and parks within a quarter to one-third of a mile walking distance.
- » Prioritize capital and utility investments to support infill, attainable housing, transit, and walkability.
- » Provide accessibility to ground-floor businesses and community services for pedestrians directly from a public space.
- » Allow for residential and mixed-use buildings facing arterials to be set back for larger pedestrian zones and to reduce noise for residents.
- » Encourage new multi-story, mixed-use buildings to have windows and doors facing sidewalks.
- » Give preference to adaptive reuse of buildings and development of vacant and underutilized parcels over demolishing historic buildings and landmarks.
- » Invest in sidewalks and alleys to provide access and services and, in some locations, to provide attractive and interesting public spaces.



The concept below illustrates a shopping area (top image) that developed into an urban form, with taller, mixed-use buildings and improvements to bicycle, pedestrian, transit, and parking infrastructure (bottom image). The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

Figure 4-2: Current and Desired Condition of an Urban Center



- | | | |
|--|--|--|
| A Improved bicycle infrastructure | C Enhanced pedestrian crossings | E On street parking with pedestrian safety buffer |
| B Mixed use buildings or midrise apartments | D Transit options | F Improved landscaping and street furniture |

Suburban Center (SC)

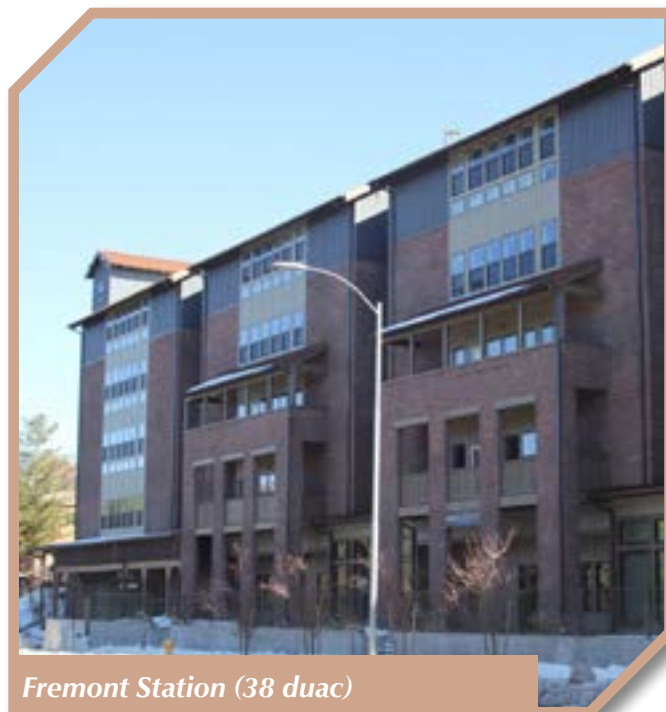
Suburban Centers have a medium-to-high intensity of people, residences, jobs, and activities. The area is walkable, and a variety of services and goods are available. Arterial and collector streets and sidewalks are well connected and support all transportation modes. Separated paths for active transportation are commonly found midblock. Transit-supportive development is desired.

Future Desired Density/Intensity: More than 29 dwelling units per acre

Category Guidelines

Suburban Centers should:

- » Support developments such as horizontal and vertical mixed-use, multistory, large commercial, office, multifamily, and residential.
- » Encourage residential uses co-located with commercial uses within mixed-use developments.
- » Connect bike and pedestrian infrastructure across the block and not solely around the block edges.
- » Encourage transit-supportive development.
- » Use shared parking, managed parking, and cross property access to create efficient parking and circulation that serves multiple properties whenever possible.
- » Develop backage roads and retrofitted street connections using commercial local or collector systems to create access for businesses and mixed-use areas.
- » Consider employment and compatible industrial land uses.
- » Provide connectivity to open spaces and parks within a quarter to one-third of a mile walking distance.
- » Prioritize capital and utility investments to support infill, attainable housing, transit, and walkability.



The concept below illustrates a shopping area (top image) where a taller, mixed-use building has been added and space for parking was reallocated for two-story infill buildings and civic space (bottom image). Pedestrian, bicycle, transit, and parking improvements have also been added. The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

Figure 4-3: Current and Desired Condition of a Suburban Center



- | | | | |
|--|--|-----------------------------|----------------------------|
| A Transit options | C Enhanced pedestrian crossings | E Plaza/ civic space | G On street parking |
| B Mixed use buildings or midrise apartments | D Improved bicycle infrastructure | F Incremental infill | H Landscape buffer |

Rural Center (RC)

Rural Centers are designated locations in unincorporated areas and the edge of the City that are appropriate for locally serving retail and service businesses. Rural Centers serve as focal points for the community in which they are located. Their objective is to reduce the need to travel out of the area to meet day-to-day needs. Development in this category maintains a scale, height, intensity, and architectural character appropriate to the rural community and may include retail, civic and office uses, transit, agricultural uses, and schools.

Future Desired Density/Intensity: More than seven dwelling units per acre

Category Guidelines

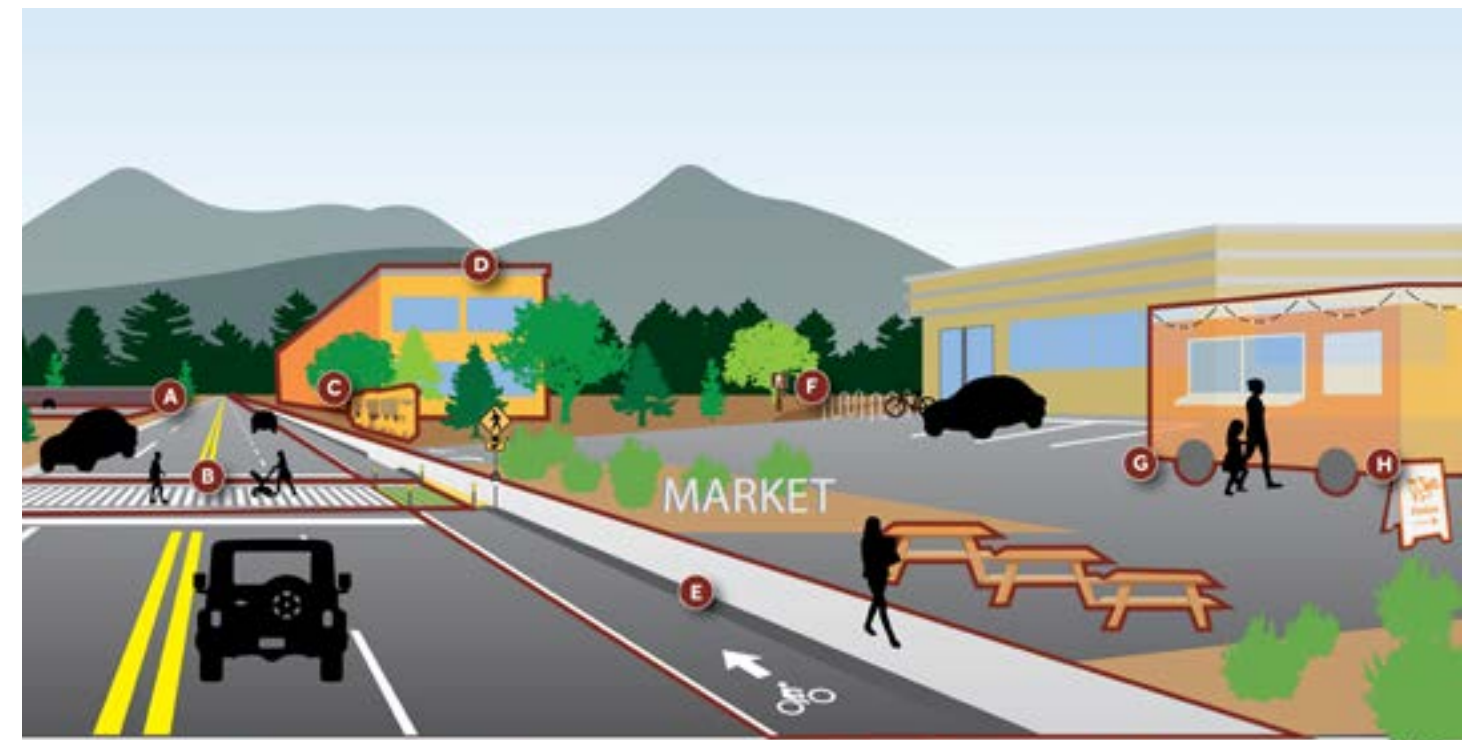
Rural Centers should:

- » Include mixed-use and multifamily housing where appropriate.
- » Highly encourage services that support agriculture.
- » Have easily accessible parking in shared lots and street parking.
- » Provide bicycle and pedestrian access to and from nearby commercial and residential areas.
- » Provide park-and-ride services.
- » Provide social gathering places.
- » Provide connectivity to open spaces and parks to the extent possible.
- » Consider equestrian accessibility from rural neighborhoods.
- » The [Arizona State Mining Inspector's Aggregate Protection Guidance](#) recommendations should be followed when considering discretionary land-use decisions.



The concept below illustrates a rural shopping area (top image) that developed into a more active center with a mixed-use building including residential; a temporary produce stall and seating area; and pedestrian, bicycle, and transit infrastructure improvements (bottom image). The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

Figure 4-4: Current and Desired Condition of a Rural Center



- | | | | |
|---------------------------------------|-----------------------------|--|---------------------------------|
| A Park and ride opportunity | C Public transit | E Sidewalk and bike lane improvements | G Active temporary uses |
| B Enhanced pedestrian crossing | D Incremental infill | F Trail connections | H Support of agriculture |

BUILDING BLOCK: DISTRICTS

There are two types of Districts: Commercial and Employment. Districts have less mixed use than Centers but allow for a variety of uses to support the District’s purpose.

Commercial Districts

Urban and Suburban Corridors are linear areas of properties outside of or connecting Centers that have frontage on major roads, emphasize commercial development, and support high-density residential. Auto-oriented commercial uses are more typical in these areas and improvements to safe, convenient bicycle and pedestrian infrastructure and transit facilities are important. The land uses, characteristics, and densities of these areas support residential and commercial development at densities and intensities that are high enough to support transit.

Urban Corridor (UCO)

Urban Corridors are made up of parcels with direct access to arterials and collectors that serve large capacities of people and vehicles for commercial purposes in an urban context outside of Centers. Street parking, active transportation, and transit are encouraged, and pedestrian safety is a priority. Urban Corridors provide well-designed signage, landscaping, and public spaces, with shops, services, and multifamily housing in buildings that front the street. A variety of services and uses meet the daily needs of residents in nearby neighborhoods and the Region.

Future Desired Density/Intensity: More than 29 dwelling units per acre, when residential or mixed use is proposed.

Category Guidelines

Urban Corridors should:

- » Support transit- and pedestrian-oriented commercial development.
- » Encourage residential and office uses located above commercial uses.
- » Develop a system of high-quality, accessible pedestrian, bicycle, and transit facilities along urban corridors.
- » Give preference to vertical mixed use with commercial buildings that are at least two stories tall.
- » Minimize the impact of automotive-oriented uses, such as drive-throughs and car washes, on active transportation facilities.



Route 66 and N WC Riles Street

Suburban Corridor (SCO)

Suburban Corridors are made up of parcels with direct access to arterials and collectors that serve large capacities of people and vehicles for commercial purposes outside of Centers. More intense land uses and pedestrian safety are a priority in this setting. A variety of services and uses meet the daily needs of residents in nearby neighborhoods and the Region.

Future Desired Density/Intensity: More than 20 dwelling units per acre, when residential or mixed use is proposed.

Category Guidelines

Suburban Corridors should:

- » Encourage multifamily residential uses located above and behind commercial uses.
- » Increase the variety of housing types along a corridor where only commercial is present.
- » Develop high-quality, accessible pedestrian, bicycle, and transit facilities on or parallel to them.
- » Provide off-street pedestrian and bicycle facilities at regular intervals to connect with nearby neighborhoods and other residential developments.
- » Allow for automotive-oriented uses and drive-throughs.



2080 S Milton Road

Employment Districts

Employment Districts are larger land areas dominated by a primary employment sector or industrial uses. Sectors may include industrial, commercial, education, technology, transportation, and other appropriate categories. The concentration or nature of the employment can require specialized transportation such as rail and interstate access. The nature of an Employment District may require mitigating impacts to nearby land uses. These areas are some of the Region's economic engines and should be protected against significant encroachment from non-employment uses. While these districts can include housing and commercial uses, they would not be the primary uses. When centrally located, these districts can be well served by public transportation infrastructure and achieve intensities high enough to support transit.

Employment District (EMP)

Employment Districts are for office parks, light and heavy industrial uses, and mixed-use business parks. Their purpose is to support jobs and economic vitality within the Region.

Future Desired Density/Intensity: Desired density is dependent on the compatibility with and pattern of the primary use and surrounding context.

Category Guidelines

- » The [Arizona State Mining Inspector's Aggregate Protection Guidance](#) recommendations should be followed when considering discretionary land-use decisions.
- » Fencing should be limited where riparian areas and wildlife corridors are identified. Wildlife-friendly fencing is preferred in all areas with wildlife corridors.

Proposed commercial or residential uses should prove that they meet the following criteria:

1. The use is part of an overall planned development⁷.
2. The commercial or residential use does not inhibit those uses identified for the specific light industrial, heavy industrial, or business park areas.
3. The use does not encroach on the ability to recruit new business or expand existing businesses, such as: (a) the site characteristics and those of the surrounding area mean that the commercial or residential use is removing the potential for a future office, research and development, business park, or industrial use; or (b) there is sufficient vacant land within the business park to allow for the expansion of the existing industries and complementary uses that can improve their performance.
4. Workforce housing tied to a specific employer in proximity to their workplace may be considered in all employment areas.



Gore Campus



S Flagstaff Ranch and Dark Sky roads

University and Research District (URD)

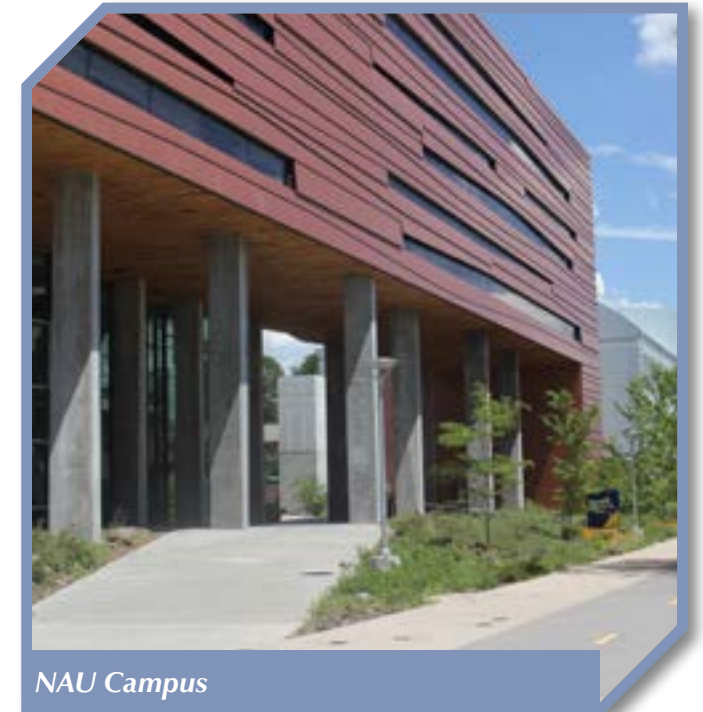
University and Research Districts are places for industry, tourism, research and development, and education that are master planned to support creativity and innovation. They have many features of Employment Districts but are usually anchored by an institutional, medical, or military use. They support research, testing, prototyping and experiential learning as well as more traditional university and business park uses. They may be planned as campuses that allow students, faculty, employees, researchers, and others to live and work in a walkable and cohesive district.

Future Desired Density/Intensity: Desired density is dependent on the compatibility with and pattern of the primary use and surrounding context.

Category Guidelines

University and Research Districts should:

- » Support a mix of uses and campus-like settings that support the anchor institution's mission and purpose, including housing.
- » Allow for public and quasi-public settings.
- » Ensure that the road connectivity and pedestrian and bicycling infrastructure support a park-once environment.
- » Ensure there is access to public transit.
- » Encourage conformance with the [Joint Land Use Study \(JLUS\)](#) for Camp Navajo and the Naval Observatory Station – Flagstaff.



NAU Campus

BUILDING BLOCK: LANDSCAPES

Landscapes are made up of parks, open spaces, recreational lands, federally and state-managed lands, and private inholdings surrounded by National Forests. These areas may be sparsely populated with very low-density housing and have major utility corridors, isolated industrial uses (such as lumbermills and materials mining), agricultural operations, and recreational land uses. The priority for these areas is to provide access to natural landscapes and to conserve natural and cultural resources. They are also essential areas to support rural development and community resilience to many hazards (see [Chapter 8, Parks, Recreation, and Open Space](#), for more information). Landscapes should be managed to maintain low fuel densities.

Parks and Open Spaces

This land-use category supports parks, open spaces, recreational and cultural facilities, and event spaces. See [Chapter 8, Parks, Recreation, and Open Space](#) for more information.

Category Guidelines

- » Prioritize areas that require improvements to achieve a walk of 10 minutes or less to City parks and designated open space for City residents (City only).
- » In urban parks, provide activated and safe public spaces of various sizes where there are gaps in accessibility to open space (City only).
- » Prioritize urban parks in neighborhoods of concentrated low-to-moderate-income households, especially those negatively affected by historical disinvestment, and where the accessibility to parks and open spaces within a 10-minute walk has been diminished or is missing (City only).
- » Ensure that the landscaping, buildings, and activities within urban parks support safety and reflect the character of the surrounding neighborhood.
- » In greenfield sites and new developments, incentivize the creation of public parks and open space that fit the identified needs of the City and County master plans.
- » Ensure that park and open space opportunities are identified in neighborhood and area plans and are included in capital planning and acquisition plans.
- » Design the parking, access points, and entrances and exits of regional parks to support safe and well organized, higher-impact recreational activities such as fairs, expos, rodeos, concerts, performances, farmer’s markets, and tournaments.
- » Ensure that regional parks and the nearby neighborhood parks have a balance of amenities that are appropriate to the park classification and context.



Bushmaster Park

Federal Lands and Working Landscapes - This i a new concept for the Plan

Federal Lands are managed by a federal land management agency or as a Department of Defense installation. Federal properties may also be assigned other land uses.

Working Landscapes are state, city, or private inholdings in large areas of Federal Lands that may contain a residence but may also be managed for natural and cultural resources including sacred sites, forest restoration, research, workforce development and training, ecotourism and facilities, ranching, mining, or other agricultural or industrial uses.

Category Guidelines

- » Development of housing subdivisions should be discouraged on these lands because of lack of infrastructure and access. Employee housing may be appropriate. Residential uses may be developed under existing entitlements.
- » Forestry, mineral extraction, recreation developments, and land uses compatible with surrounding federal land management plans may be considered appropriate uses so long as they do not require extension of water and sewer infrastructure.
- » Development that requires road access should not exceed what is permitted by federal agencies that provide road use permits or easements.⁸
- » Seek opportunities for linking urban trails to public lands.



View of cinder cones and the San Francisco Peaks from federal lands



A timber landing site

BUILDING BLOCK: NEIGHBORHOODS

Neighborhoods focus on providing the Region’s housing and a social community with amenities for residents. Neighborhoods can be defined by architecture, history, and social and familial connections. The scenario planning effort demonstrated that the Region will need incremental increases in density throughout existing neighborhoods, and steady development with increased density in new growth or greenfield areas to address its housing affordability challenge and the impacts of climate change.

Neighborhoods that provide a variety of housing types and have a walkable pattern of development are key to overcoming these challenges. To support active transportation and transit goals, the Region must allow a broad range of denser compact housing types and improve bicycle and pedestrian infrastructure in and between neighborhoods (See [Chapter 3](#) for active transportation maps).

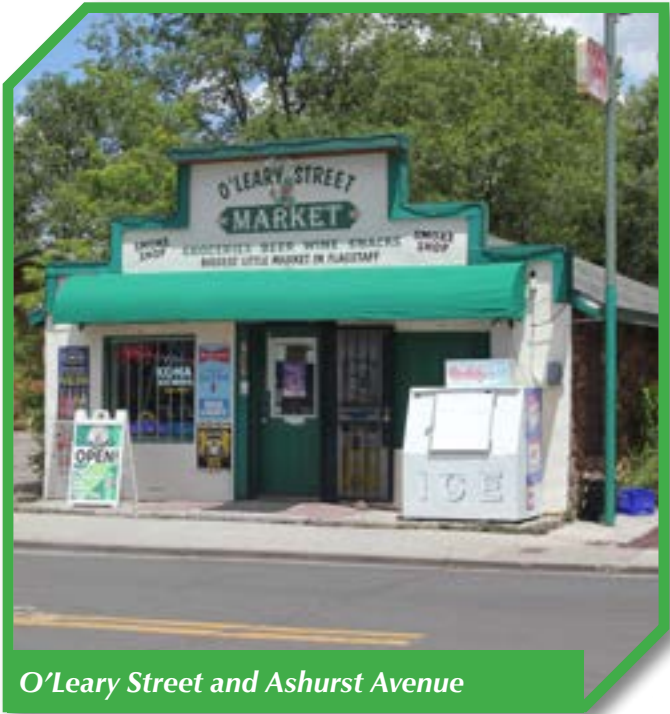
Neighborhood Commercial - This is a new concept for the Plan

Neighborhood Commercial is a subcategory of the uses promoted in Urban and Suburban Neighborhoods. Neighborhood Commercial areas provide public and commercial gathering places and access to a variety of services or goods within walking or biking distance of residents’ homes. They could be anchored by an existing business or neighborhood institution in an otherwise residential area, a park or civic space, or even a single vacant lot with temporary uses. Neighborhood Commercial uses can grow incrementally around an existing commercial business, new areas based on a gap in walkable services in an existing neighborhood, or can be included in the development of greenfield neighborhoods. This incremental approach to commercial development supports community vitality. Some Neighborhood Commercial may remain small, temporary, and seasonal.

Neighborhood Commercial areas are not mapped on the Future Growth Illustration. Their location may be identified as part of new development proposals, in neighborhood plans, or in a city-wide effort. Neighborhood Commercial allows any parcel in a Suburban or Urban Neighborhood to be rezoned to zoning categories that allow low-to-moderate intensity commercial uses of 45 feet or less in height without a plan amendment.

Subcategory Guidelines

- » Potential uses include permanent locations for temporary uses, home-based businesses, food-related retail, stand-alone commercial, and mixed-use buildings.
- » Neighborhood Commercial locations in existing neighborhoods may be identified in neighborhood plans or area plans.
- » Building and zoning codes may be revised to allow by-right, conditional use permits, and lower-cost development for a broad range of temporary and commercial uses in preferred locations.
- » Micro-entrepreneurship support should be provided for Neighborhood Commercial businesses.
- » Neighborhood Commercial locations should be on streets that can support on-street parking or commercial traffic and are safely accessed by pedestrians and bicyclists.



O'Leary Street and Ashurst Avenue

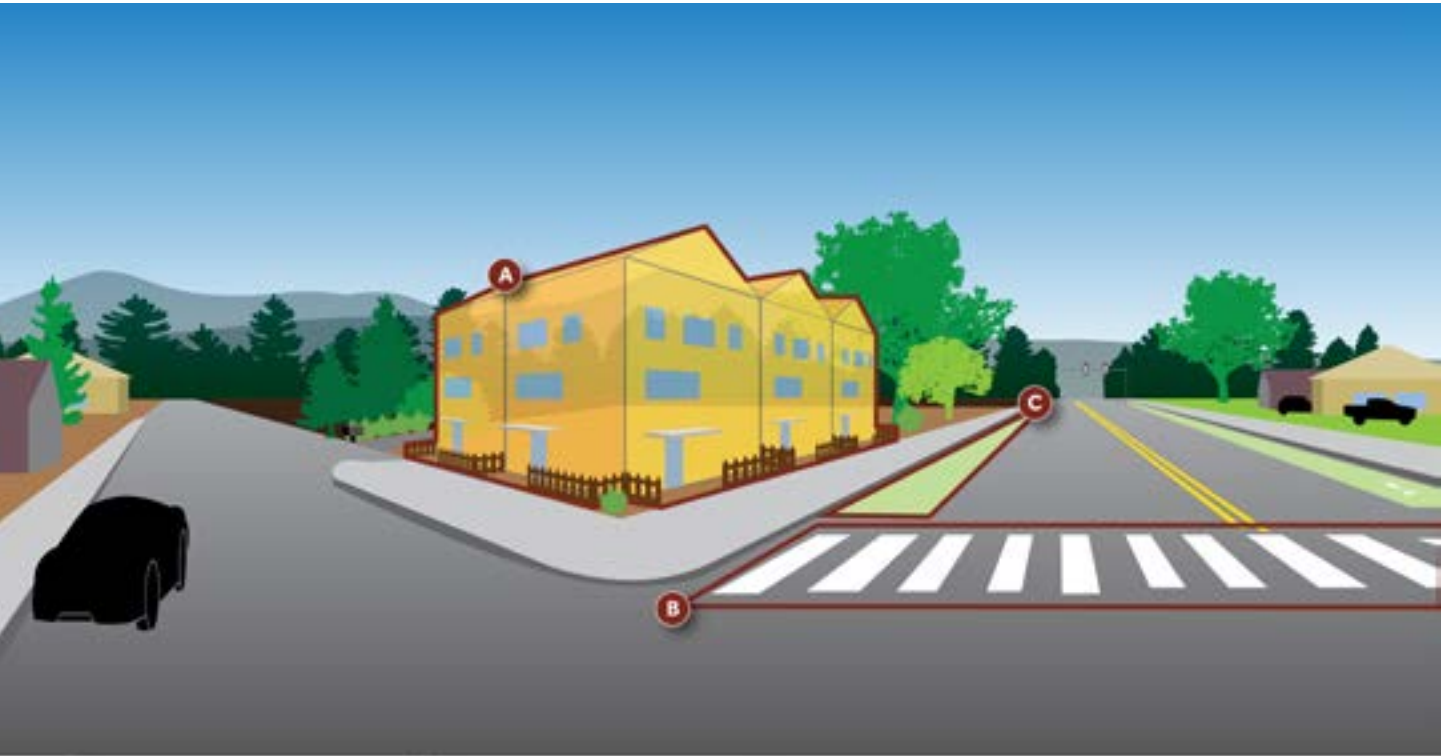
The Neighborhood Commercial concept below illustrates a neighborhood street with an existing store (top image), where additional commercial uses have been added, including a temporary food truck pop-up in a parking lot and a home-based business (bottom image). Pedestrian and bicycle improvements have also been made. The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

Figure 4-5: Current and Desired Condition of Neighborhood Commercial



The concept below illustrates a small, eight-plex apartment building being constructed on a vacant lot (top image and improvements to bicycle and pedestrian infrastructure (bottom image). This is one example of incremental development that could occur in the future in neighborhoods throughout the Region. The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

Figure 4-6: Current and Desired Condition of a Neighborhood Infill Site



A Multifamily housing options

B Sidewalks

C Bike lanes

Urban Neighborhood (UN)

Urban Neighborhoods support a variety of missing middle housing types, such as apartments, townhomes, live-work units, quadplexes and triplexes, duplexes, and single-family housing on small lots with accessory dwelling units. Mixed and commercial uses supporting shops, services, offices, and institutions are also common in Neighborhood Commercial areas.

Future Desired Density/Intensity: More than 20 dwelling units per acre.

Category Guidelines

Urban Neighborhoods should:

- » Support a variety of housing types, intermixed throughout the neighborhood as the predominant housing pattern.
- » Include direct local street connections between Urban Neighborhoods and adjacent centers –supplemented by off-street pedestrian and bicycle connections to improve accessibility to nearby destinations and transit—in the design of new developments.
- » When establishing connectivity in new urban neighborhoods, consider constraints such as topography, the railroad, and highways when building gridded streets.
- » Encourage the creation of more housing units, especially where access to transit is readily available.
- » Design missing middle housing to respect the design traditions of historic neighborhoods.
- » Encourage adaptive reuse to increase the number of units within larger historic structures.

In addition:

- » Industrial uses are limited in Urban Neighborhoods but may be allowed where there is a historic context for them, such as the Southside and Sunnyside neighborhoods.
- » Neighborhood Commercial areas are common in Urban Neighborhoods and are an amenity for nearby residents.



19 W Dale (39 duac)



E Dupont Avenue and S Verde Street

Suburban Neighborhood (SN).....

Suburban Neighborhood areas are residential neighborhoods that support a variety of single-family, missing middle, and multifamily housing types, such as single-family homes, duplexes, triplexes, quadplexes, townhomes, and apartments. The street pattern and block sizes may be variable.

Future Desired Density/Intensity:

5-40 duac in the UGB

2-14 duac outside the UGB

Category Guidelines

Suburban Neighborhoods should:

- » Support low, medium, and high-density housing and a wide variety of missing middle housing types that may be located in larger groupings and blocks compared to Urban Neighborhoods.
- » Promote cluster development to preserve natural and cultural resources with tools such as conservation easements and cluster subdivisions, planned residential or unit development, and transfer of development rights.
- » Allow for housing units to be divided to provide more housing and to have additions that support more units.
- » Have streets that are well organized and provide additional mid-block pedestrian and bicycle access to Centers, Corridors, Neighborhood Commercial, transit stops, parks and open space.

In addition:

- » Home-based businesses, schools, and recreational facilities are appropriate.
- » Neighborhood Commercial areas are common in Suburban Neighborhood and are an amenity for nearby residents.
- » A portion of neighborhoods should be dense enough to support transit (at least 8 duac) in proximity to existing and planned stops.



Aspen Creek Townhomes (6 duac)



Villas on Lake Mary Road (14 duac)

Rural Neighborhood (RN).....

Rural Neighborhoods have a low density of people, residences, jobs, and activities; paved and unpaved two-lane roads with natural edges; and minimally available services and goods for residents. Connectivity to designated paths and trails exists when possible. Rural public transit and opportunities to transfer to carpool and transit commuting may exist. Open space and agricultural uses are abundant.

Future Desired Density/Intensity: 0-4 dwelling units per acre.

Category Guidelines

Rural Neighborhoods should:

- » Locate houses with large lots appropriately to reduce their risk of fire and flood damage and allow for future emergency, trail, and road access.
- » Permit agricultural uses and home-based businesses with low traffic needs as part of the neighborhood's character.
- » Provide trail access at trailheads, within a short drive from residences, or at an edge of the neighborhood.
- » Limit fencing where riparian areas and wildlife corridors are identified. Wildlife-friendly fencing is preferred in all areas with wildlife corridors.
- » Promote cluster development to preserve natural and cultural resources, and to build infrastructure efficiently, using tools such as conservation easements and cluster subdivisions, planned residential or unit development, and transfer of development rights
- » The [Arizona State Mining Inspector's Aggregate Protection Guidance](#) recommendations should be followed when considering discretionary land-use decisions.



Doney Park



Fort Valley

TABLE OF ZONING COMPATIBILITY FOR EACH LAND USE CATEGORY

City only: Use this table to determine compatible categories for Concept Zoning applications. Direct-to-Ordinance rezonings may use other zoning categories if their proposal conforms to the Category Guidelines in this chapter and Goals and Policies in [Chapter 3](#).

| Future Growth Illustration Category | Future Desired Density/ Intensity (duac) ⁹ | Existing Compatible Zoning Categories (City) ¹⁰ | Existing Compatible Zoning Categories (County) |
|--------------------------------------|--|---|--|
| CENTERS | | | |
| Urban Center (UC) | More than 50 duac | CB, CC, HC, NCC, HR, PF | NA |
| Suburban Center (SC) | More than 29 duac | HC, CC, NCC, HR, PF, RD | NA |
| Rural Center (RC) | More than 7 duac | SC, CS, NCC, HR, MR, PF, POS | CG-10,000, CN, PC, PRD, PS, RM-10/A, RM-20/A, RS-6,000 |
| COMMERCIAL DISTRICTS | | | |
| Urban Corridor (UCO) | More than 29 duac, when residential or mixed use is proposed | CC, CS, HC, NCC, PF, HR | NA |
| Suburban Corridor (SCO) | More than 20 duac, when residential or mixed use is proposed | SC, CC, CS, HC, NCC, PF, HR | NA |
| EMPLOYMENT DISTRICTS | | | |
| Employment District (EMP) | Desired density is dependent on the compatibility with and pattern of the primary use and surrounding context. | RD, HI, HI-O, LI-O, LI, PF <i>Commercial and residential zones, when complementary to a primary zone in a master planned development, may be allowed.</i> | CG-10,000, CH-10,000, IH-6,000, IL-10,000, IP-20,000, MR |
| University & Research District (URD) | Desired density is dependent on the compatibility with and pattern of the primary use and surrounding context. | RD, LI-O, LI, PF <i>Limited HI when part of a campus plan. Commercial and residential zones may be allowed when complementary to a primary zone in a master plan or campus plan.</i> | CG-10,000, CH-10,000, IH-6,000, IL-10,000, IP-20,000, PS |
| LANDSCAPES | | | |
| Parks and Open Space (PS) | NA | PF, POS | PS, OS |
| Federal Lands and Working Landscapes | NA | PLF, PF, POS | Existing entitlements |

| Future Growth Illustration Category | Future Desired Density/ Intensity (duac) ⁹ | Existing Compatible Zoning Categories (City) ¹⁰ | Existing Compatible Zoning Categories (County) |
|---|---|---|---|
| NEIGHBORHOODS | | | |
| Urban Neighborhood (UN) | More than 20 duac | HR, MR, PF, MH, NCC, CS <i>POS zoning may be considered as an accessory zone to a development project.</i> | NA |
| Suburban Neighborhood (SN) | 5-40 duac in the UGB 2-14 duac outside the UGB | R1, R1-N, MR, HR, PF, POS, MH, SC, NCC | RS zones, RM 10/a, RM 20/a, MHP, RMH, PC, PRD |
| Rural Neighborhood (RN) | 0-4 duac | R1, RR, ER, PF, POS, MH | G, AR zones, RR zones, RS zones, PC, PRD |
| Legend of Table Abbreviations: Duac: Dwelling units per acre. City Zoning Abbreviations: Central Business (CB) Commercial Service (CS) Community Commercial (CC) Estate Residential (E) Heavy Industrial (HI) Heavy Industrial Open (HI-O) | | High Density Residential (HR) Highway Commercial (HC) Light Industrial (LI) Light Industrial Open (LI-O) Manufactured Housing (MH) Medium Density Residential (MR) Neighborhood Community Commercial (NCC) Public Facility (PF) | Public Lands Forest (PLF) Public Open Space (POS) Research and Development (RD) Rural Residential (RR) Single-Family Residential (R1) Single-Family Residential Neighborhood (R1N) Suburban Commercial (SC) |
| County Zoning Abbreviations: Agricultural Residential (AR) Commercial General-10,000 sq.ft. min (CG-10,000) Commercial Heavy-10,000 sq.ft. min (CH-10,000) General-10AC min (G) Heavy Industrial - 6,000 sq. ft. min (IH-6,000) | | Industrial Park (IP-20,000) Light Industrial-10,000 sq. ft. (IL-10,000) Manufactured Home Park (MHP) Mineral Resource (MR) Open Space and Conservation (OS) Planned Community (PC) Planned Residential Development (PRD) Public and Semi-Public (PS) | Residential and Manufactured Home Zone (RMH) Residential Multiple Family-10 units (RM-10/A) Residential Multiple Family-20 units (RM-20/A) Rural Residential (RR) Residential Single Family (RS) |

For more information on City and County zones, see the [City of Flagstaff Zoning Code 10-40](#) and the [Coconino County Zoning Ordinance](#).

This table should be updated as part of the ordinance for Zoning Code Text Amendments concurrently without the need for a separate plan amendment process. If one jurisdiction adopts a change to the table or map, the other entity can update its version administratively with a notice at a City Council or Board of Supervisors’ meeting.

Density Calculations:

1. Density is calculated using the methods and procedures outlined in the respective Zoning Code of the City or County.
2. If proposed as part of a master block plat or specific plan, density can be calculated across the entire area included within the plat or plan.
3. Requests to rezone into one of the Existing Compatible Zoning Categories are assumed to be in conformance with the land-use category's Future Desired Density. The current allowable densities may fall below the future desired densities until the City and County Zoning Codes are amended to allow for greater density and intensity in accordance with the Regional Plan.
4. Calculations of density for the purpose of Regional Plan conformance may exclude use of density bonuses.
5. New transect zones would be adopted through the creation of a Traditional Neighborhood Community Plan, which would focus on achieving desired future density and intensity. They are therefore considered appropriate in Urban land use categories.
6. Commercial or industrial parcels that do not include housing should not be included in the density calculation.

Chapter 4 Endnotes

1. *Comparable data is not available for the Region.*
2. *City of Flagstaff data.*
3. *City of Flagstaff, Housing and Community Sustainability Nexus, 2008; US Census Bureau, 2020 Decennial Census.*
4. *ARS 9-461.05.*
5. *These are called "Findings of Fact" in the Coconino County Zoning Code Chapter 5.*
6. *Coconino County, as of 2024, requires a site plan with all applications for public hearing, which is equivalent to the Direct-to-Ordinance process in the City. Therefore, all County rezoning cases would use the Category Guidelines.*
7. *A planned development may be achieved in a number of ways.*
8. *Federal agencies will only permit one access route to private lands per law and regulation, and only if there are no other viable access options. The Forest Service will not be able to permit additional access routes for emergency egress lands on National Forest System lands if there is already reasonable access to the property.*
9. *Future desired densities may not be allowed under the existing zoning. The purpose of identifying these desired densities is to encourage future zoning code updates to be compatible with desired future densities. Not all of the compatible zones are required to meet the future desired density in future updates.*
10. *New transect zones would be adopted through the creation of a Traditional Neighborhood Community Plan, which would focus on achieving desired future density and intensity. They are therefore not listed in the table.*





COMMUNITY DEVELOPMENT

MEMORANDUM

Date: 4/24/2025

**To: Flagstaff City Council, Coconino County Board of Supervisors,
Coconino County Planning and Zoning Commission, Flagstaff Planning
and Zoning Commission**

**From: Sara Dechter, Comprehensive and Neighborhood Planning
Manager**

Subject: Trails Mapping in the Regional Plan

For city general plans, the general location and extent of existing and proposed bicycle routes are required in the plan. Since the 2001 Flagstaff Regional Land Use and Transportation Plan and the Open Space and Greenways Plan in 1998, this requirement has been met by showing planned trails across all property ownership and jurisdictions. In 2022, the City also adopted the Active Transportation [Master Plan](#) to provide further detail on how future trails would be integrated with all transportation projects and reviews.

Well-planned trail alignments contribute to both the functionality and the experience of a trail. Many planned FUTS trails have been on the map in the Regional Plan since 2001. In many cases, planned trail alignments follow linear natural features like floodplain, washes, and hillsides, areas most likely to be left undeveloped for regulatory and practical reasons. Lines are located on the map in anticipation that they will be built in conjunction with future development of the parcel and are reasonably flexible when development is eventually proposed. There is a proposed disclaimer on the draft map to reflect this. Well-planned FUTS trails are considered an amenity and benefit to new neighborhoods and the wider community. The planned network of trails supports a connected, community-wide open space and trails system that helps define the experience of living in Flagstaff.

Some property owners who have large undeveloped property have been experiencing trespass and vandalism issues on their property and believe that showing planned trails across large lots is a contributing factor. Staff has prepared a potential means of meeting the need for identifying general locations of trails that may address this concern. Instead of dashed lines that were shown, staff could, with direction at this retreat, change the symbols on private and State-owned properties over 400 acres to short lines with arrows.

In the larger Region, [the Flagstaff Regional Trails Strategy](#) that was prepared by the Flagstaff Trails Initiative in 2020. This strategy includes trails for both transportation and recreational purposes, including trails that connect Ft. Valley, Doney Park, Mountainaire and Kachina Village and Bellemont to the City.

Discussion questions

Staff is looking for feedback from the group gathered on the following:

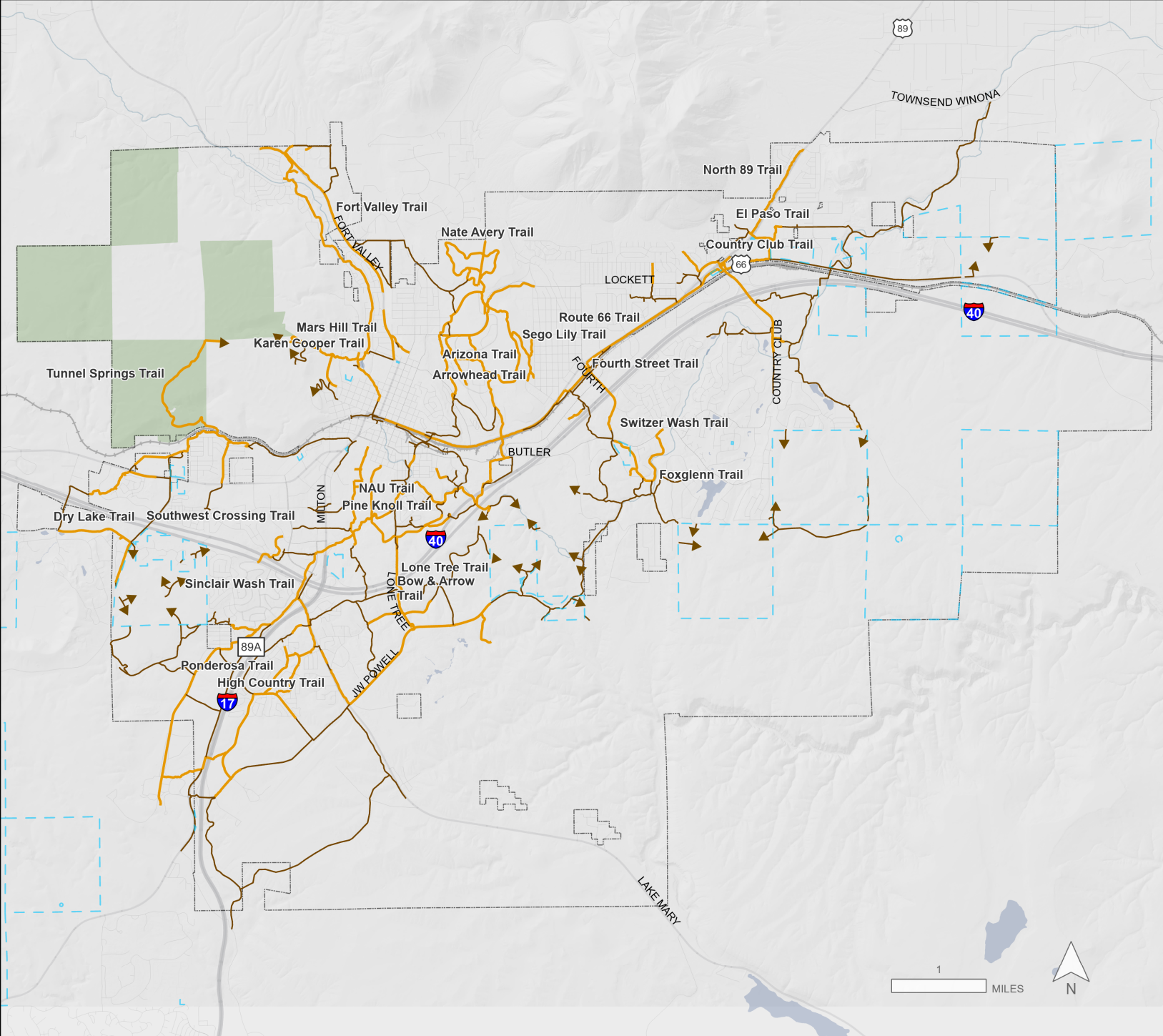
- Should the planned trails symbology be changed from dashed lines to arrows that give less specificity on exact locations but retain intention?
- Are there any trail concepts that are missing or areas of future trail planning that should be identified?

State statute excerpts


ARS 9-461.05.C.2. The plan shall include the following elements:...circulation element consisting of the general location and extent of existing and proposed... bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

ARS 9-461.05.E.2. The general plan shall include for cities with a population of fifty thousand persons or more and may include for cities with a population of less than fifty thousand persons the following elements or any part or phase of the following elements:.... A recreation element showing a comprehensive system of areas and public sites for recreation, including the following and, if practicable, their locations and proposed development:...(g) Bicycle routes....(h) Other recreation areas.

ARS 11-804.A The comprehensive plan may include studies and recommendations relative to the location, character and extent of ..., bicycle facilities, ..., open space..., parkways, hiking and riding trails.....



Existing and Planned Flagstaff Urban Trails

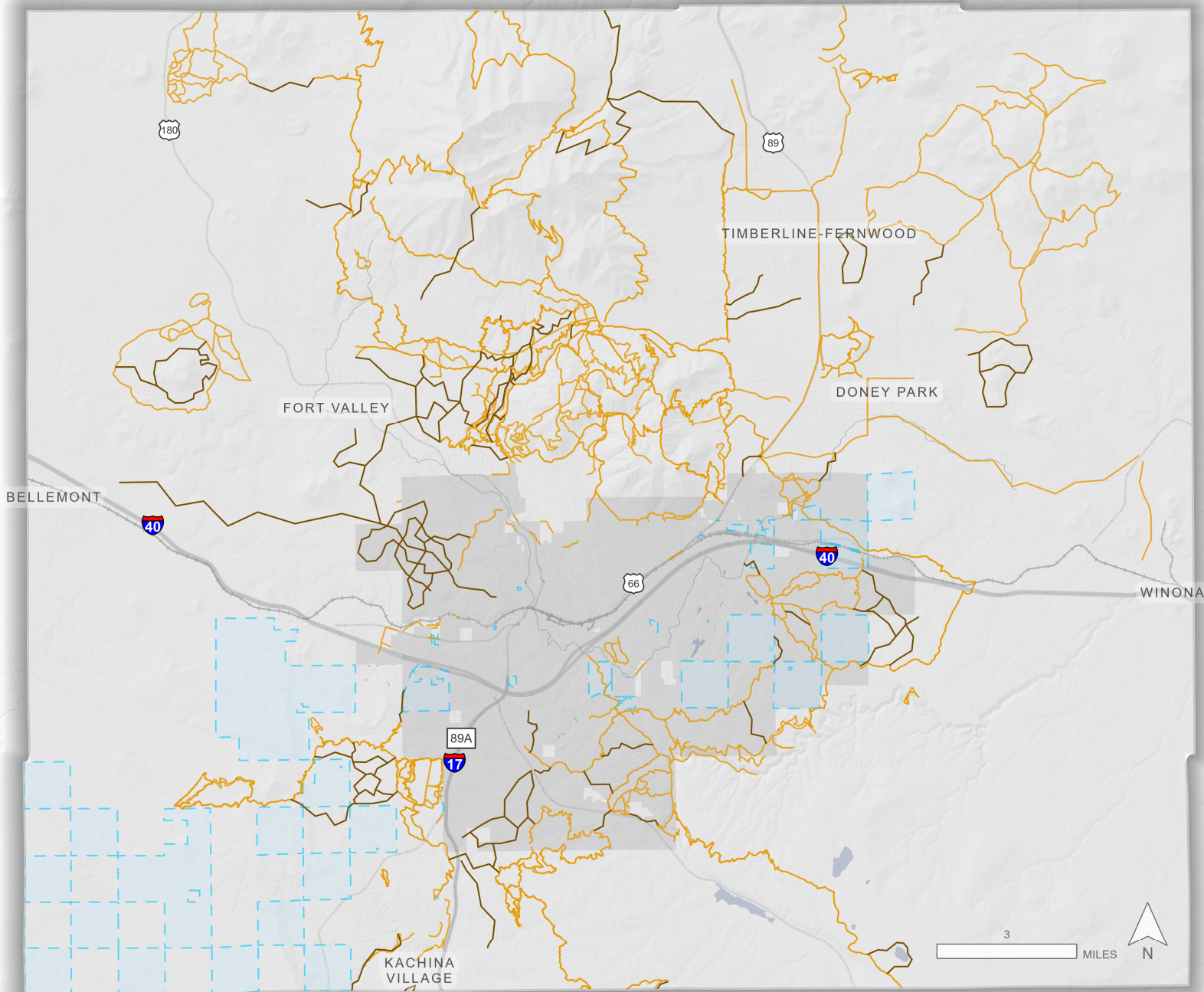
-  Planned FUTS
-  Existing FUTS
-  Arizona State Land Department (ASLD)
-  Observatory Mesa Trail Plan

Depiction of planned trails on State Trust Land do not constitute final location of or legal access to trails unless a legal trail easement is obtained from ASLD. In the absence of a legal trail easement, any recreational use of State Trust Land requires that individuals and/or groups obtain a Recreation Permit. Permits can be acquired through ASLD's online portal at <https://asld.secure.force.com/recreationalpermit/>. Please note that certain State Trust Lands may be closed to some or all recreational activities, such as camping or campfires.


Disclaimer: Designation of planned trails does not constitute a final location or legal access unless there is a legal trail easement. Future trails are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.

Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community





Existing and Planned Trails

-  Planned Regional Trails
-  Existing Regional Trails
-  Arizona State Land Department (ASLD)
-  City Limits

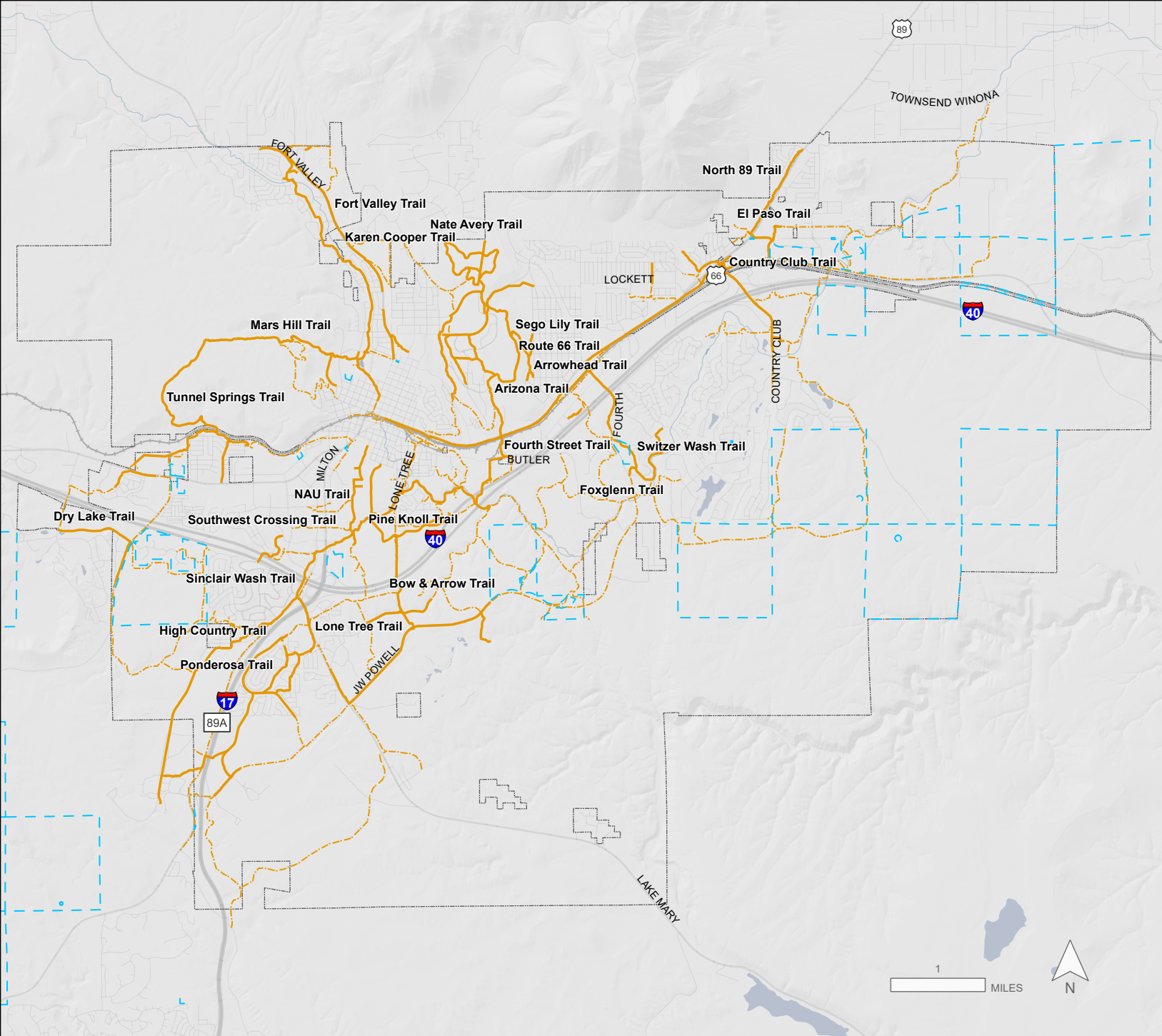
See Map 3-1 for FUTS connections

Depiction of planned trails on State Trust Land do not constitute final location of or legal access to trails unless a legal trail easement is obtained from ASLD. In the absence of a legal trail easement, any recreational use of State Trust Land requires that individuals and/or groups obtain a Recreation Permit. Permits can be acquired through ASLD's online portal at <https://asld.secure.force.com/recreationalpermit/>. Please note that certain State Trust Lands may be closed to some or all recreational activities, such as camping or campfires.

Disclaimer: Designation of planned trails does not constitute a final location or legal access unless there is a legal trail easement. Future trails are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.

Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community





Existing and Planned Flagstaff Urban Trails

- Planned FUTS
- Existing FUTS
- Arizona State Land Department (ASLD)

Depiction of planned trails on State Trust Land do not constitute final location of or legal access to trails unless a legal trail easement is obtained from ASLD. In the absence of a legal trail easement, any recreational use of State Trust Land requires that individuals and/or groups obtain a Recreation Permit. Permits can be acquired through ASLD's online portal at <https://asld.secure.force.com/recreationalpermit/>. Please note that certain State Trust Lands may be closed to some or all recreational activities, such as camping or campfires.





COMMUNITY DEVELOPMENT

MEMORANDUM

Date: 4/22/25

To: Flagstaff City Council, Coconino County Board of Supervisors, Flagstaff Planning and Zoning Commission, Coconino County Planning and Zoning Commission

From: Lauren Clementino, Senior Planner, Comprehensive and Neighborhood Planning

Cc: Sara Dechter, Comprehensive and Neighborhood Planning Manager

Subject: Sense of Place

Many public comments asked for more references to Community Character or Community Identity to be included in the Regional Plan 2045. These comments focused on the lack of aesthetic or architectural design language and urged a stronger position on preserving aspects of Flagstaff's historical character. Comments suggested that aesthetics should have an important consideration in densification and new development, and several comments emphasized the importance of protecting viewsheds. Of the 66 comments under the Community Character theme approximately 60% cannot be directly addressed or acted on through changes to the Plan. These comments proposed zoning changes that cannot be implemented through the Plan or changes that are in conflict with other laws and regulations. For example, many comments focused on greater restrictions on building heights for new development, with many comments specifically suggesting two-story height limits in more areas. In another example, other commenters asked for restrictions preventing the demolition of historic properties.

Staff recommends adding the following "Best Practices for Creating a Sense of Place" section in Chapter 3. Best practices illustrate how policies can be implemented. Some best practices are already incorporated into City or County code while others identify ways to conform voluntarily with the related policies. Staff recommends using the term

“Sense of Place” over the terms “Community Character” or “Community Identity” as a more universally applicable term that ties directly into Goal CR: The Region maintains an enduring and unique sense of place that celebrates its diverse ecosystems and community heritage.

- Designing visually appealing entrances to public spaces to promote a sense of arrival and sense of place.
- Creating a pedestrian-oriented design at street level to create vibrant and active civic spaces for residents, neighbors, and visitors.
- Repeating the patterns of streets, alleys, buildings, and civic spaces from within nearby historic districts or neighborhoods in the site planning of new development in or adjacent to historic districts.
- Repeating elements of the natural environment and compatible historic design from nearby historic districts in the design of adjacent new development and redevelopment.
- Utilizing design that breaks up building footprints or bulk and mass to ensure transportation connectivity and a comfortable pedestrian environment.

Staff would tie these best practices to the policies by incorporating sense of plan into mostly existing policies from the 60-day review draft. Wording of best practices and policies are subject to change through continued refinement in technical and legal reviews that are underway.

Link to spreadsheet of 60-Day Public Review comments by topic – see Community Character tab:

<https://flagstaff.maps.arcgis.com/sharing/rest/content/items/6a754481425e426fa7eaa411ed507a7/data>

Link to Flagstaff Regional Land Use Plan PDF:

<https://www.flagstaff.az.gov/DocumentCenter/View/84813/Flagstaff-Regional-Land-Use-Plan-60-Day-Public-Review-Draft>

Discussion Questions

Staff is looking for feedback from the group gathered on the following:

- What do you associate with "sense of place"?
- What do you think about the approach of using the sense of place best practices?
- What do you think of strengthening policies focusing on sense of place?

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/15/25 Name (Optional): Emily Melhorn

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I appreciate the Universe of Priorities revision and that Housing Affordability and Climate Action are the priorities. I think this is important in context of City-owned land that there should be priorities of what we are going to do with this land. Affordable Housing should be the priority explicitly. Without this priority, NIMBY neighbors will argue for open space.

Tell us about yourself (optional).

I like affordable housing run by a non-profit and think it's important to have more affordable housing options that have transparency of local government. Non-profits and private industry will not solve the housing crisis.

Community gardens and future Councils might feel pressured to
cave to these small, vocal groups if priorities are not explicit.

Affordable Housing that is energy and water efficient will inspire
others to live in similar homes.

April 2025 Open House Comment Card

Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/15/25

Name (Optional): Michele James



What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I found the existing neighborhoods density map very useful
when viewing the Future Growth Illustration

Tell us about yourself (optional).

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/15/25 Name (Optional): Michele James

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

Land Use Categories:

"Suburban" - Agree with the change to one category from two
But only if the lower range of duac is reasonably high, such
as 10+ duac. It should not be set lower.

Tell us about yourself (optional).

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4-15-25 Name (Optional): _____

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I am concerned that more high end housing developments include golf courses. In a state that has water shortage issues, and a community that has housing issues; it would seem wise to discourage them.

Tell us about yourself (optional).

April 2025 Open House Comment Card

Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/15/25

Name (Optional): Mardyn W.



What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I commented in the ~~original~~ First draft about the land South of Little America that the owner would like to put Golf courses, second homes and a hotel. This is not a good use of that land so close to the city center. Another reason to have higher density in Suburban. I don't like seeing that brown spot which is the proposed hotel, not needed.

Tell us about yourself (optional).

April 2025 Open House Comment Card

Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/15/25 Name (Optional): MARILYN W.



What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I see that potentially the redevelopment with more density will occur in the lower cost and more vulnerable areas for both residential + commercial development. What can we do to protect the existing businesses on Fourth street and the residents lower cost housing in Sunnyside

Tell us about yourself (optional).

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date:

4/15/2025

Name (Optional):

MARILYN W.

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I am fine with the combination of suburban High and Medium density but only if the minimum density is no ~~less~~ then 10 units per acre. if we go below that we risk having developments be all single family homes. A higher density leads to a mix of housing types which is our goal.

Tell us about yourself (optional).

On the board of F3 and have been following this plan and it's progress for the past year. Interested to see how Council members think it can help w/affordability

April 2025 Open House Comment Card

Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4-15-25 Name (Optional): Jean Christy



What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I am very concerned about the lower income housing areas
Sunnyside, Southside... being usurped by expensive golf-
complexes & unaffordable housing. I am concerned that the
"affordable" housing does not actually work for lower income
households.

Tell us about yourself (optional).

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/17

Name (Optional): Zak Skelton

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

Plan should reduce lot minimums across all zones & allow Open Option Parking (removing parking minimums). Recently I saw a developer spent \$46,000 per space for a parking deck. We will never build affordable housing with that price.
Parking should be managed for 85% occupancy & should be charged 24/7.
Urban Corridor should not be automotive oriented & should instead be people focused.

Tell us about yourself (optional).

Leader of a Local Conversation for a Strong Towns chapter. My partner & I make good wages & can't afford housing, we would like to participate in incremental development but can't afford.

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: 4/17/25 Name (Optional): _____

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

I don't find the density ranges helpful. There isn't a strong connection between density #'s and the things I care about - the mass & scale of buildings, the amount of open space & trails, etc.

Tell us about yourself (optional).

April 2025 Open House Comment Card



Station (Circle one):

60-Day Review

Plan Priorities

Land Use Categories

Future Growth Illustration

Date: Apr 17, 25

Name (Optional):

What comments would you like to share with elected officials for the May 2nd Joint Retreat? This form will be scanned and sent to elected officials, so please write legibly. Continue on back, if needed.

- I feel the # of zones in the city is too high and could be reduced by combining several together. This would help residents engage with the city code by reducing complexity.
- I would like to see more zones that allow residential and commercial to encourage mixed-use areas. Could do this by combining some commercial or residential zones together.

Tell us about yourself (optional).

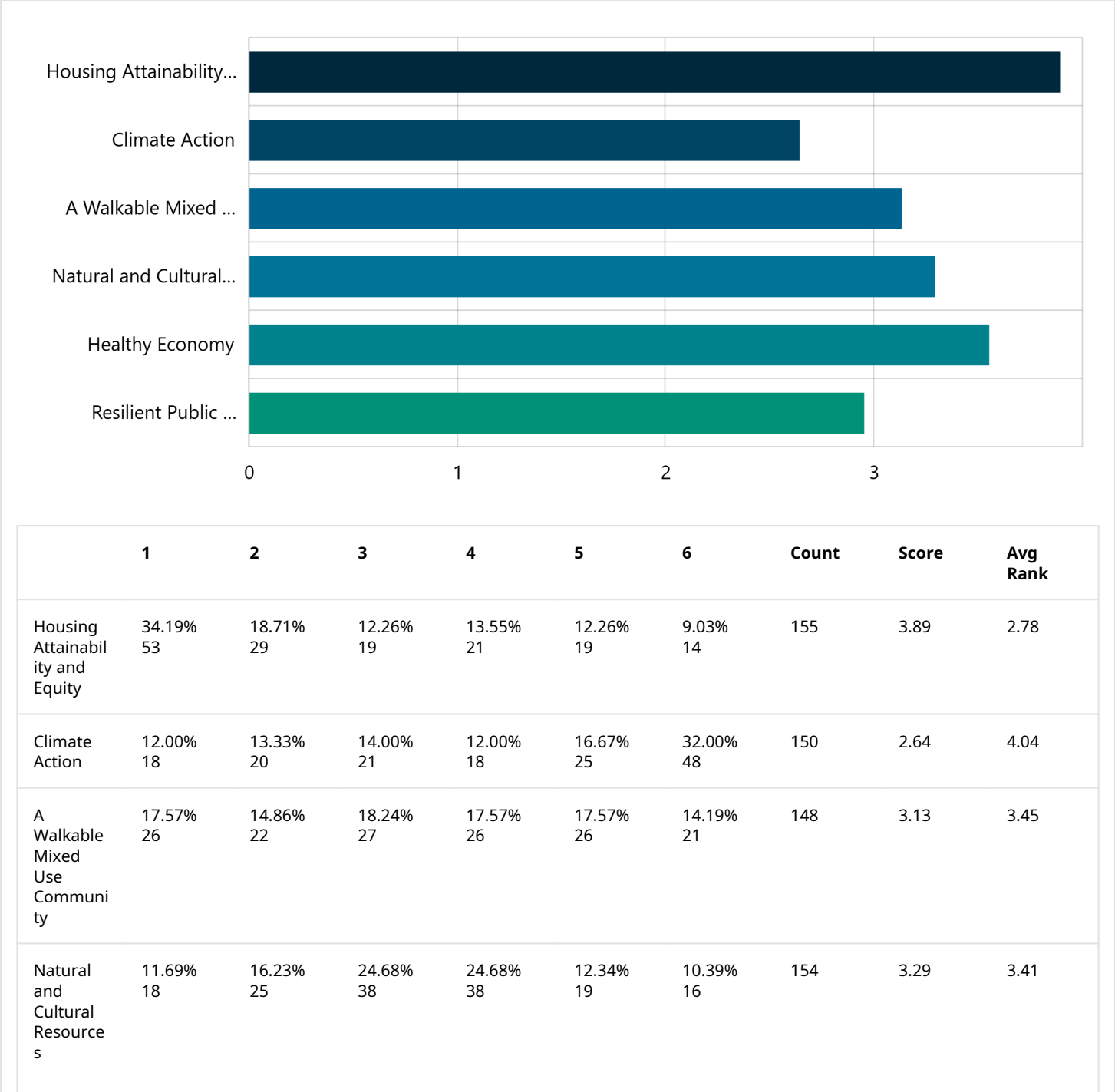
Open

Take our spring survey
Flagstaff Regional Plan 2045

192 Contributors
211 Contributions

Contribution Summary

1. If you had to rank these priorities what would you put at the top? (Desktop users only: move and rank your priorities in the box on the right to have your response recorded)
Ranking | Skipped: 43 | Answered: 168 (79.6%)



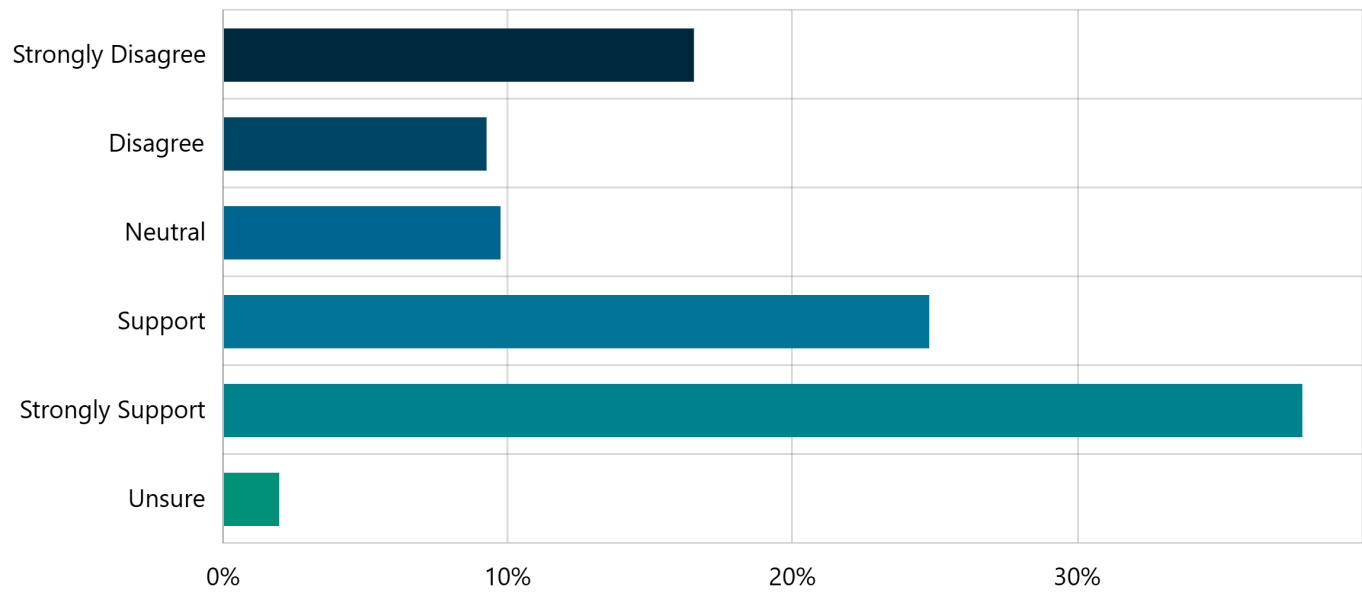
| | | | | | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|-----|------|------|
| Healthy Economy | 26.28% 41 | 17.31% 27 | 15.38% 24 | 8.97% 14 | 17.31% 27 | 14.74% 23 | 156 | 3.55 | 3.18 |
| Resilient Public Services and Facilities | 8.00% 12 | 20.67% 31 | 15.33% 23 | 20.67% 31 | 20.00% 30 | 15.33% 23 | 150 | 2.95 | 3.70 |

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

2. Overall do you agree with the emphasis on denser livable neighborhoods to achieve housing attainability, climate actions, and natural and cultural resource priorities in the draft plan?

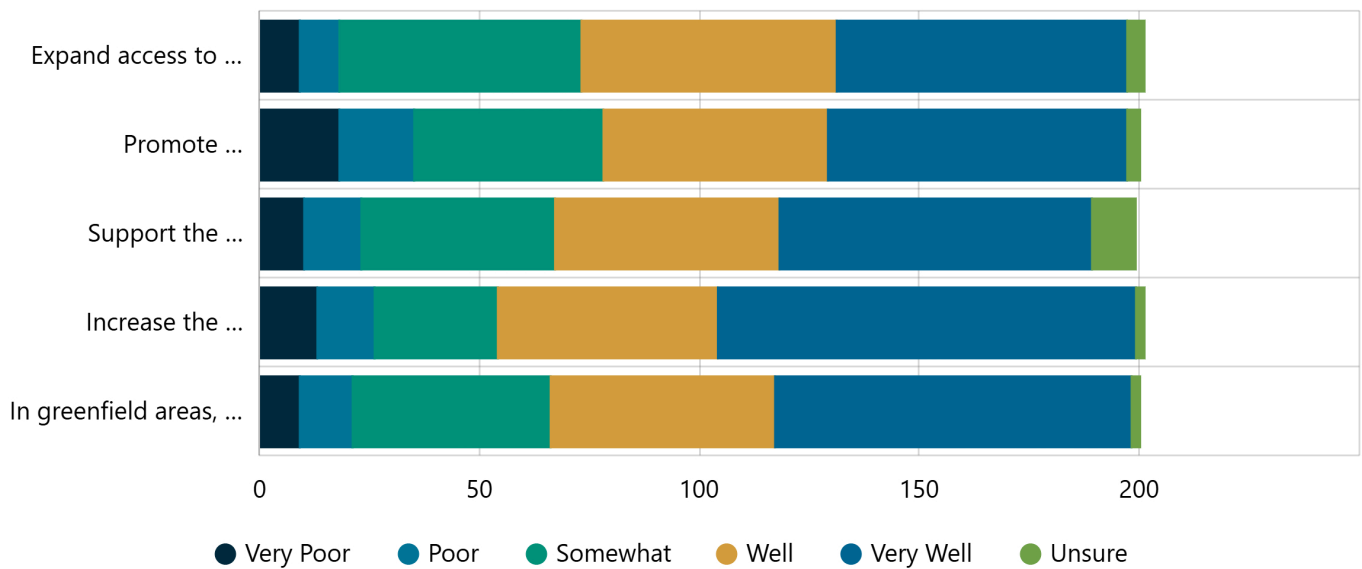
Multi Choice | Skipped: 5 | Answered: 206 (97.6%)



| Answer choices | Percent | Count |
|-------------------|---------|-------|
| Strongly Disagree | 16.50% | 34 |
| Disagree | 9.22% | 19 |
| Neutral | 9.71% | 20 |
| Support | 24.76% | 51 |
| Strongly Support | 37.86% | 78 |
| Unsure | 1.94% | 4 |
| Total | 100.00% | 206 |

3. How well do the following 5 policies focus on denser livable neighborhoods within the Flagstaff Region?

Matrix | Skipped: 9 | Answered: 202 (95.7%)



| | Very Poor | Poor | Somewhat | Well | Very Well | Unsure | Count | Score |
|--|-------------|-------------|--------------|--------------|--------------|------------|-------|-------|
| Expand access to homeownership by incentivizing the development of a variety of housing types, providing resources and programs to support homebuyers, and reducing barriers to homeownership opportunities. | 4.48% 9 | 4.48% 9 | 27.36% 55 | 28.86% 58 | 32.84% 66 | 1.99% 4 | 201 | 3.87 |
| Promote medium-to-high density residential developments and mixed-use developments within the urban growth boundary to resist urban | 9.00% 18 | 8.50% 17 | 21.50% 43 | 25.50% 51 | 34.00% 68 | 1.50% 3 | 200 | 3.72 |

sprawl.

| | | | | | | | | |
|--|-------------|-------------|--------------|--------------|--------------|-------------|-----|------|
| Support the conversion of buildings that allow for an increase in units and for new units to be added to existing parcels over time. | 5.03% 10 | 6.53% 13 | 22.11% 44 | 25.63% 51 | 35.68% 71 | 5.03% 10 | 199 | 3.95 |
|--|-------------|-------------|--------------|--------------|--------------|-------------|-----|------|

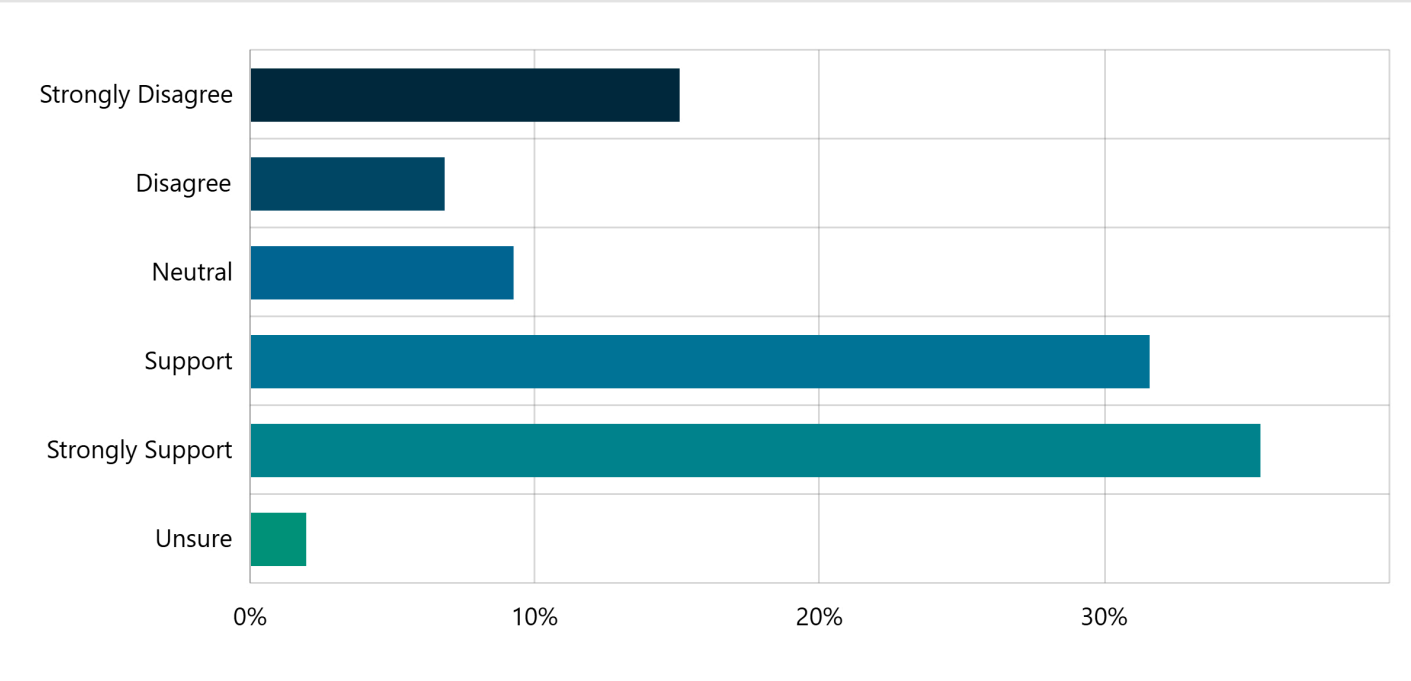
| | | | | | | | | |
|--|-------------|-------------|--------------|--------------|--------------|------------|-----|------|
| Increase the accessibility, connectivity, and use of pedestrian and bicycling infrastructure, including the Flagstaff Urban Trail System and other trail systems, as a critical element of a safe and livable community and to promote transit access. | 6.47% 13 | 6.47% 13 | 13.93% 28 | 24.88% 50 | 47.26% 95 | 1.00% 2 | 201 | 4.03 |
|--|-------------|-------------|--------------|--------------|--------------|------------|-----|------|

| | | | | | | | | |
|--|------------|-------------|--------------|--------------|--------------|------------|-----|------|
| In greenfield areas, encourage development to be clustered in appropriate locations as a means of preserving significant natural resources, agricultural lands, and open space, and to | 4.50% 9 | 6.00% 12 | 22.50% 45 | 25.50% 51 | 40.50% 81 | 1.00% 2 | 200 | 3.95 |
|--|------------|-------------|--------------|--------------|--------------|------------|-----|------|

minimize
service and
utility
costs.

4. Overall do you agree with the emphasis on self-reliant, mixed-use neighborhoods to achieve housing attainability, climate action, walkable mixed-use community, and healthy economy priorities in the draft plan?

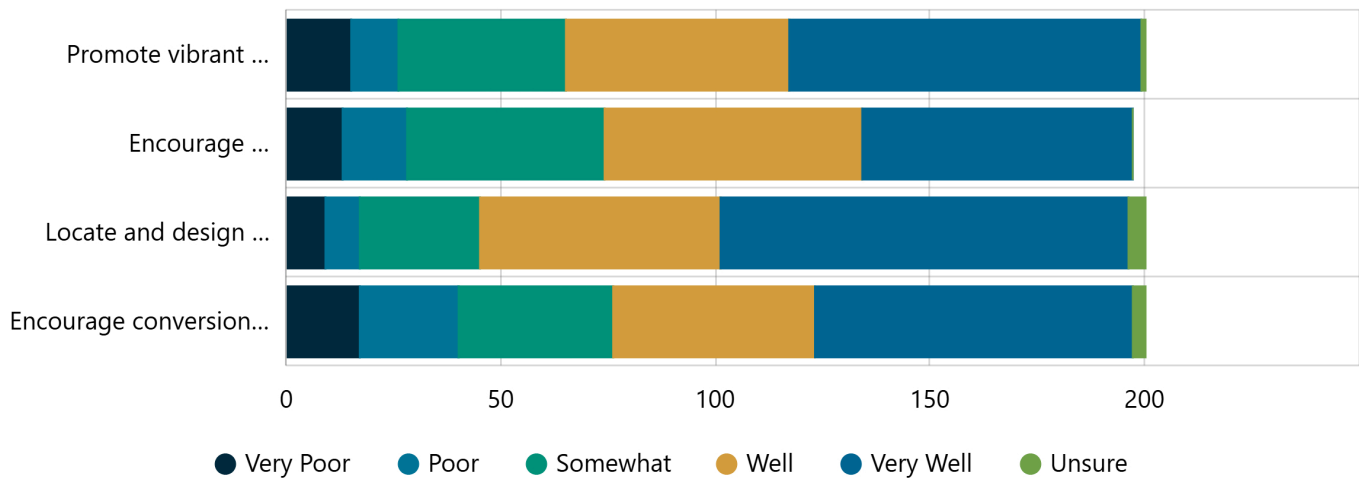
Multi Choice | Skipped: 5 | Answered: 206 (97.6%)



| Answer choices | Percent | Count |
|-------------------|----------------|------------|
| Strongly Disagree | 15.05% | 31 |
| Disagree | 6.80% | 14 |
| Neutral | 9.22% | 19 |
| Support | 31.55% | 65 |
| Strongly Support | 35.44% | 73 |
| Unsure | 1.94% | 4 |
| Total | 100.00% | 206 |

5. How well do the following 4 policies focus on self-reliant, mixed-use neighborhoods within the Flagstaff Region?

Matrix | Skipped: 10 | Answered: 201 (95.3%)



| | Very Poor | Poor | Somewhat | Well | Very Well | Unsure | Count | Score |
|---|-------------|-------------|--------------|--------------|--------------|------------|-------|-------|
| Promote vibrant neighborhoods that decrease travel distances, have frequent road and trail connections, and encourage transit ridership and transit efficiency whether transit is provided at the time of the development or planned in the future. | 7.50% 15 | 5.50% 11 | 19.50% 39 | 26.00% 52 | 41.00% 82 | 0.50% 1 | 200 | 3.89 |
| Encourage commercial development and employment centers/opportunities in locations that are walkable from new | 6.60% 13 | 7.61% 15 | 23.35% 46 | 30.46% 60 | 31.98% 63 | 0% 0 | 197 | 3.74 |

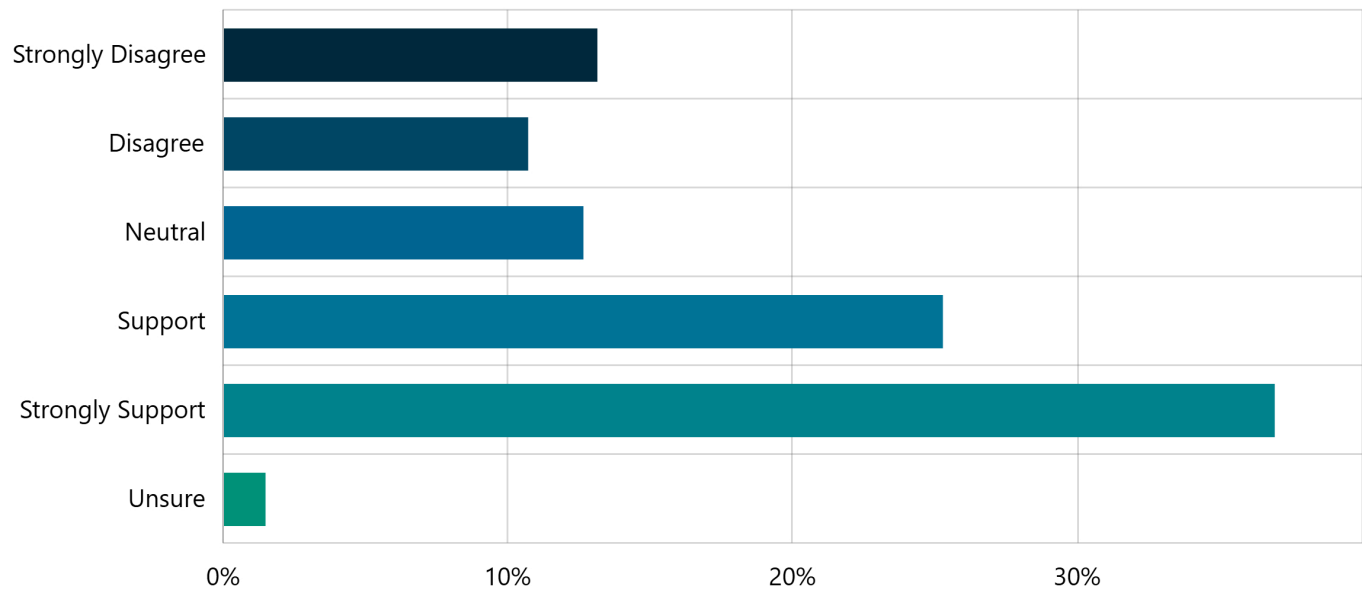
and existing neighborhoods.

| | | | | | | | | |
|---|------------|------------|--------------|--------------|--------------|------------|-----|------|
| Locate and design dynamic public civic spaces, parks, and natural areas that are accessible to pedestrians, bicyclists, and transit in all neighborhoods. | 4.50% 9 | 4.00% 8 | 14.00% 28 | 28.00% 56 | 47.50% 95 | 2.00% 4 | 200 | 4.16 |
|---|------------|------------|--------------|--------------|--------------|------------|-----|------|

| | | | | | | | | |
|---|-------------|--------------|--------------|--------------|--------------|------------|-----|------|
| Encourage conversion of underutilized parking lots to walkable residential, commercial, or mixed-use development. | 8.50% 17 | 11.50% 23 | 18.00% 36 | 23.50% 47 | 37.00% 74 | 1.50% 3 | 200 | 3.74 |
|---|-------------|--------------|--------------|--------------|--------------|------------|-----|------|

6. Overall do you agree that the draft plan should seek to address gentrification and displacement while also achieving housing attainability, climate action, and walkable mixed-use community priorities in the draft plan?

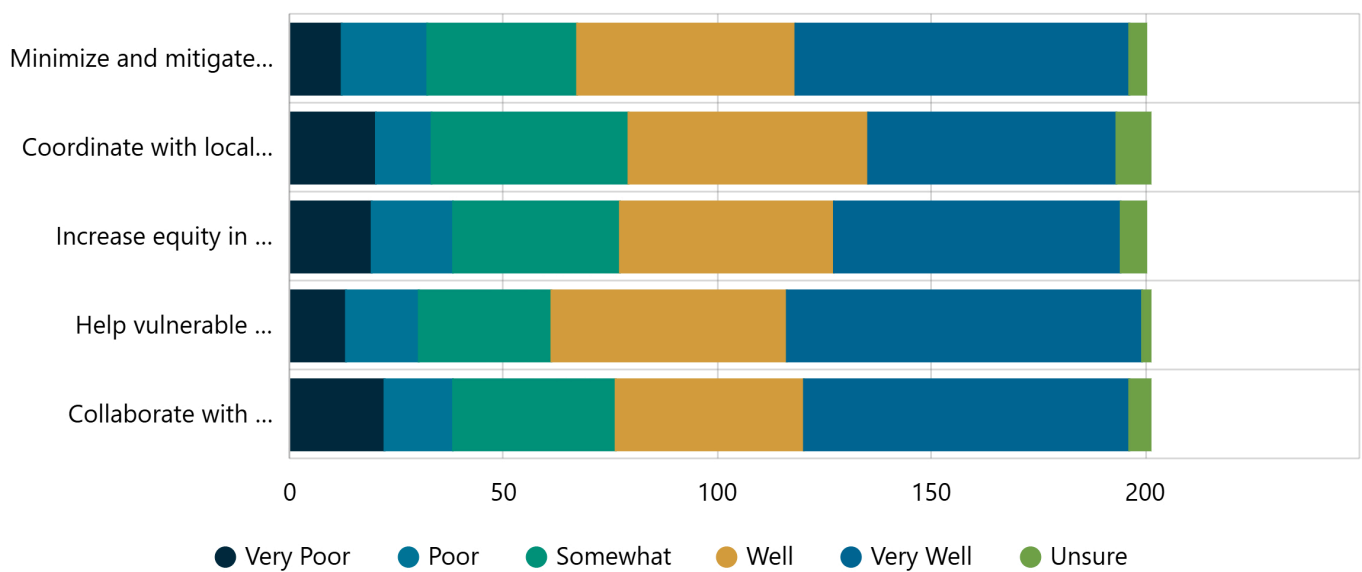
Multi Choice | Skipped: 5 | Answered: 206 (97.6%)



| Answer choices | Percent | Count |
|-------------------|---------|-------|
| Strongly Disagree | 13.11% | 27 |
| Disagree | 10.68% | 22 |
| Neutral | 12.62% | 26 |
| Support | 25.24% | 52 |
| Strongly Support | 36.89% | 76 |
| Unsure | 1.46% | 3 |
| Total | 100.00% | 206 |

7. How well do the following 5 policies address and mitigate gentrification and displacement?

Matrix | Skipped: 9 | Answered: 202 (95.7%)



| | Very Poor | Poor | Somewhat | Well | Very Well | Unsure | Count | Score |
|--|-------------|--------------|--------------|--------------|--------------|------------|-------|-------|
| Minimize and mitigate displacement of residents and prevent the loss of existing affordable housing units. | 6.00% 12 | 10.00% 20 | 17.50% 35 | 25.50% 51 | 39.00% 78 | 2.00% 4 | 200 | 3.88 |
| Coordinate with local service providers to furnish resources for daily needs, temporary shelter, and transitional housing opportunities for individuals experiencing homelessness. | 9.95% 20 | 6.47% 13 | 22.89% 46 | 27.86% 56 | 28.86% 58 | 3.98% 8 | 201 | 3.71 |
| Increase equity in housing and | 9.50% 19 | 9.50% 19 | 19.50% 39 | 25.00% 50 | 33.50% 67 | 3.00% 6 | 200 | 3.73 |

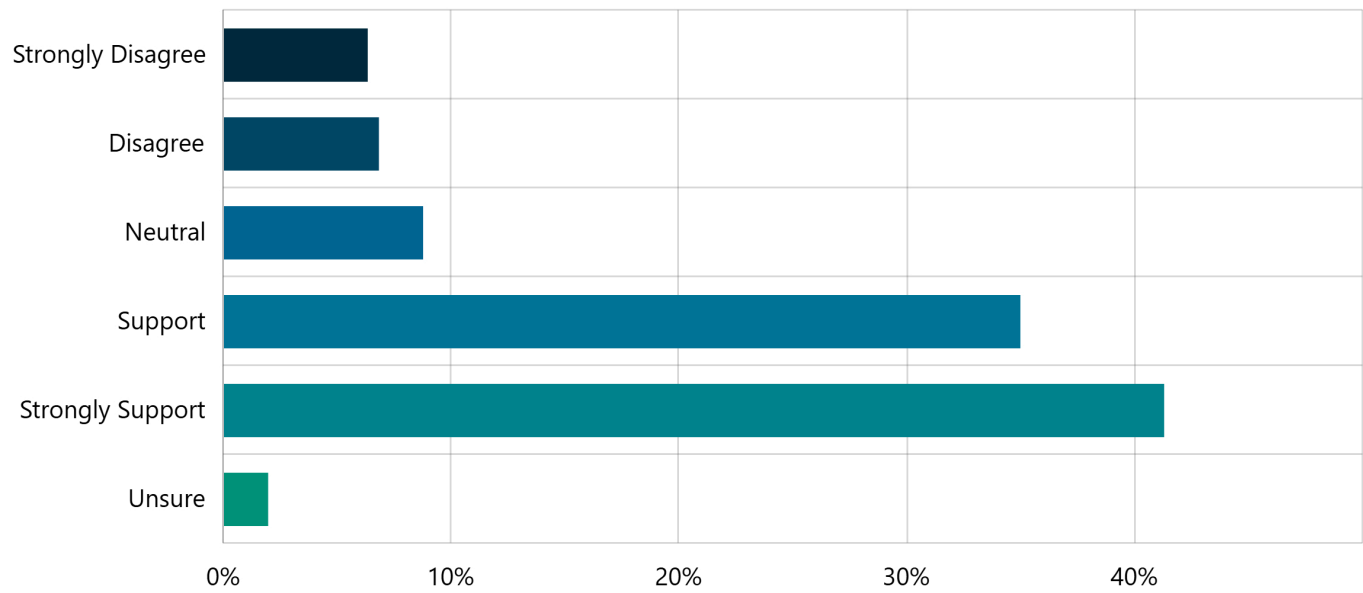
economic opportunities for existing and future generations.

| | | | | | | | | |
|--|-------------|-------------|--------------|--------------|--------------|------------|-----|------|
| Help vulnerable homeowners and renters make improvements to their homes (such as maintenance, floodproofing, safety, and accessibility) to prevent displacement and preserve community ties. | 6.47% 13 | 8.46% 17 | 15.42% 31 | 27.36% 55 | 41.29% 83 | 1.00% 2 | 201 | 3.92 |
|--|-------------|-------------|--------------|--------------|--------------|------------|-----|------|

| | | | | | | | | |
|---|--------------|-------------|--------------|--------------|--------------|------------|-----|------|
| Collaborate with Indigenous Nations to address the housing needs of, and culturally responsive designs for, Native American students, workers, residents, and elders in the Region. | 10.95% 22 | 7.96% 16 | 18.91% 38 | 21.89% 44 | 37.81% 76 | 2.49% 5 | 201 | 3.75 |
|---|--------------|-------------|--------------|--------------|--------------|------------|-----|------|

8. Overall do you agree that the draft plan should seek to retain and create a sense of place while also achieving housing attainability, climate action, and natural and cultural resource priorities in the draft plan?

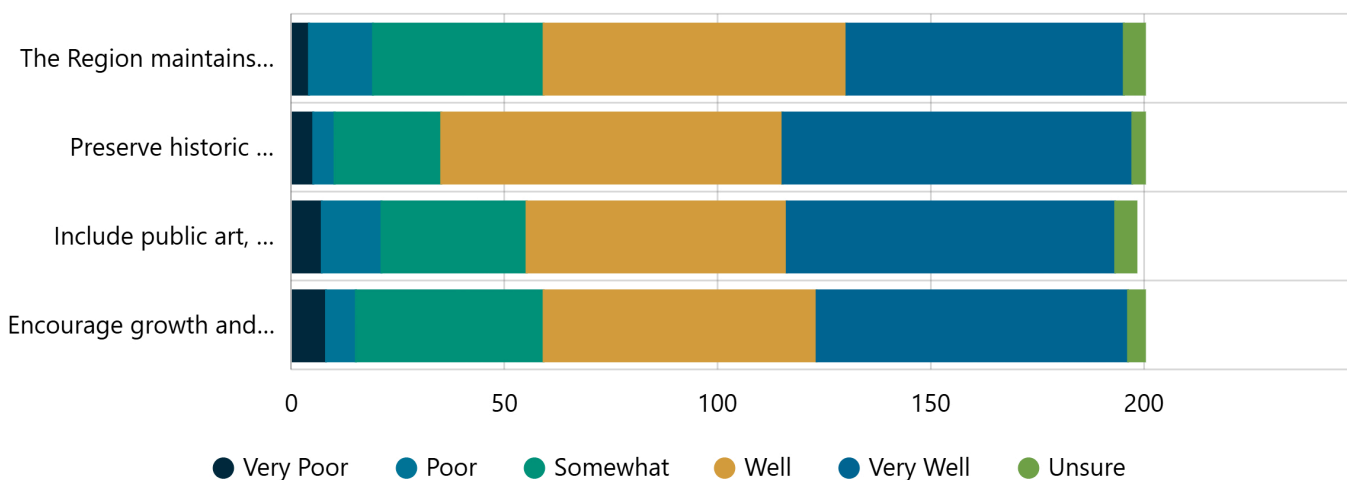
Multi Choice | Skipped: 5 | Answered: 206 (97.6%)



| Answer choices | Percent | Count |
|-------------------|---------|-------|
| Strongly Disagree | 6.31% | 13 |
| Disagree | 6.80% | 14 |
| Neutral | 8.74% | 18 |
| Support | 34.95% | 72 |
| Strongly Support | 41.26% | 85 |
| Unsure | 1.94% | 4 |
| Total | 100.00% | 206 |

9. How well do the following goals and policies (4 total) retain and create a unique sense of place?

Matrix | Skipped: 11 | Answered: 200 (94.8%)



| | Very Poor | Poor | Somewhat | Well | Very Well | Unsure | Count | Score |
|---|------------|-------------|--------------|--------------|--------------|------------|-------|-------|
| The Region maintains an enduring and unique sense of place that celebrates its diverse ecosystems and community heritage. | 2.00% 4 | 7.50% 15 | 20.00% 40 | 35.50% 71 | 32.50% 65 | 2.50% 5 | 200 | 3.97 |
| Preserve historic buildings, sites, and structures through restoration, rehabilitation, design guidelines, grants, and incentives, where possible; when not, create opportunities for education, mitigation, and documentation. | 2.50% 5 | 2.50% 5 | 12.50% 25 | 40.00% 80 | 41.00% 82 | 1.50% 3 | 200 | 4.19 |
| Include | 3.54% | 7.07% | 17.17% | 30.81% | 38.89% | 2.53% | 198 | 4.02 |

public art, interpretation, and placemaking in public projects and, with willing private partners, tell the story of the Region's Indigenous Peoples, pioneers of all races and ethnicities, innovators, and community makers to celebrate the culture of the Flagstaff community and inspire current and future residents.

7

14

34

61

77

5

Encourage growth and the management of public spaces, including streets, that enhance the unique sense of place within established and historic neighborhoods.

4.00%
8

3.50%
7

22.00%
44

32.00%
64

36.50%
73

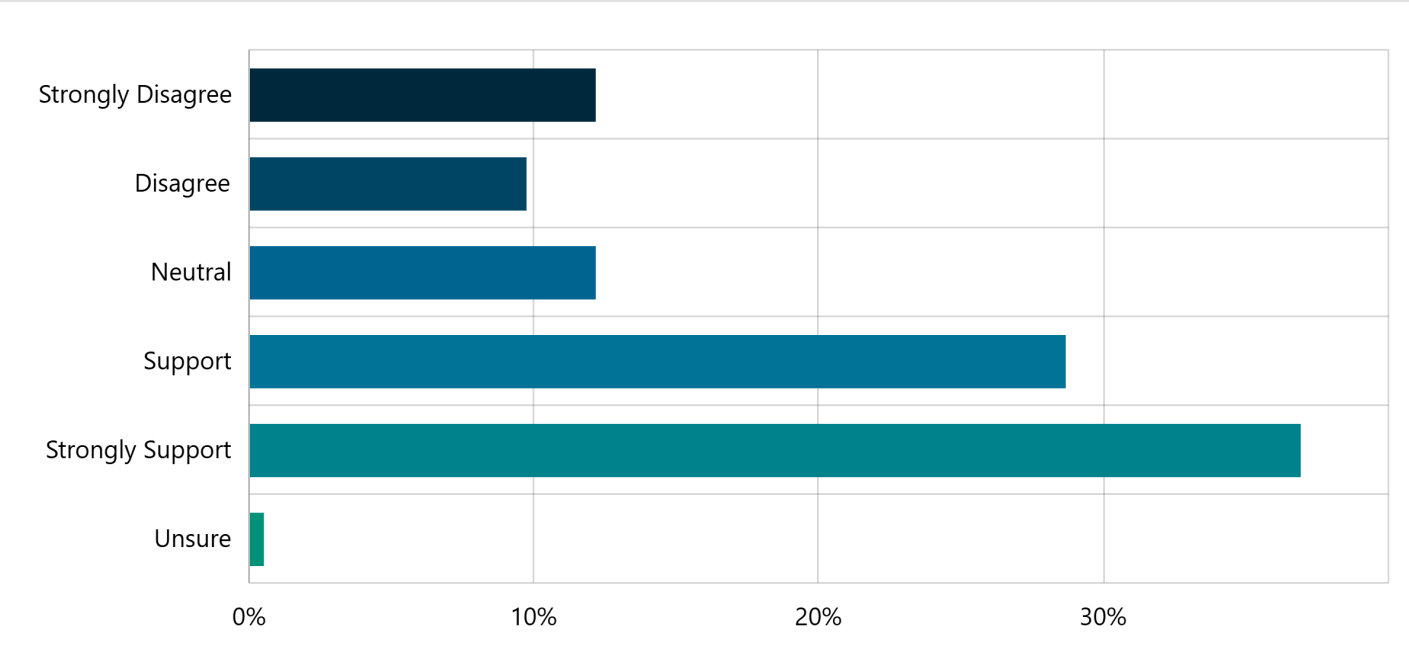
2.00%
4

200

4.00

10. Overall do you agree with the emphasis on diverse housing types in neighborhoods to achieve housing attainability, climate action, and walkable mixed-use community priorities in the draft plan?

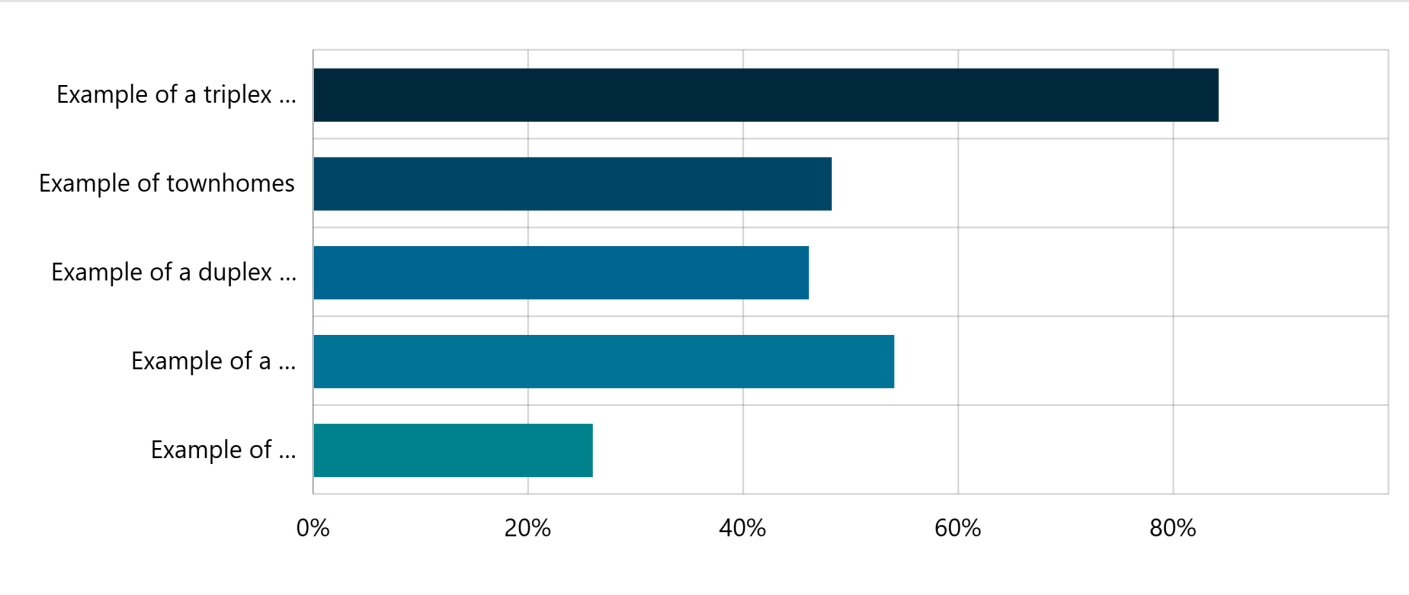
Multi Choice | Skipped: 5 | Answered: 206 (97.6%)



| Answer choices | Percent | Count |
|-------------------|---------|-------|
| Strongly Disagree | 12.14% | 25 |
| Disagree | 9.71% | 20 |
| Neutral | 12.14% | 25 |
| Support | 28.64% | 59 |
| Strongly Support | 36.89% | 76 |
| Unsure | 0.49% | 1 |
| Total | 100.00% | 206 |

11. Which of these housing types and densities do you support being built in Urban Neighborhoods? (select all that apply)

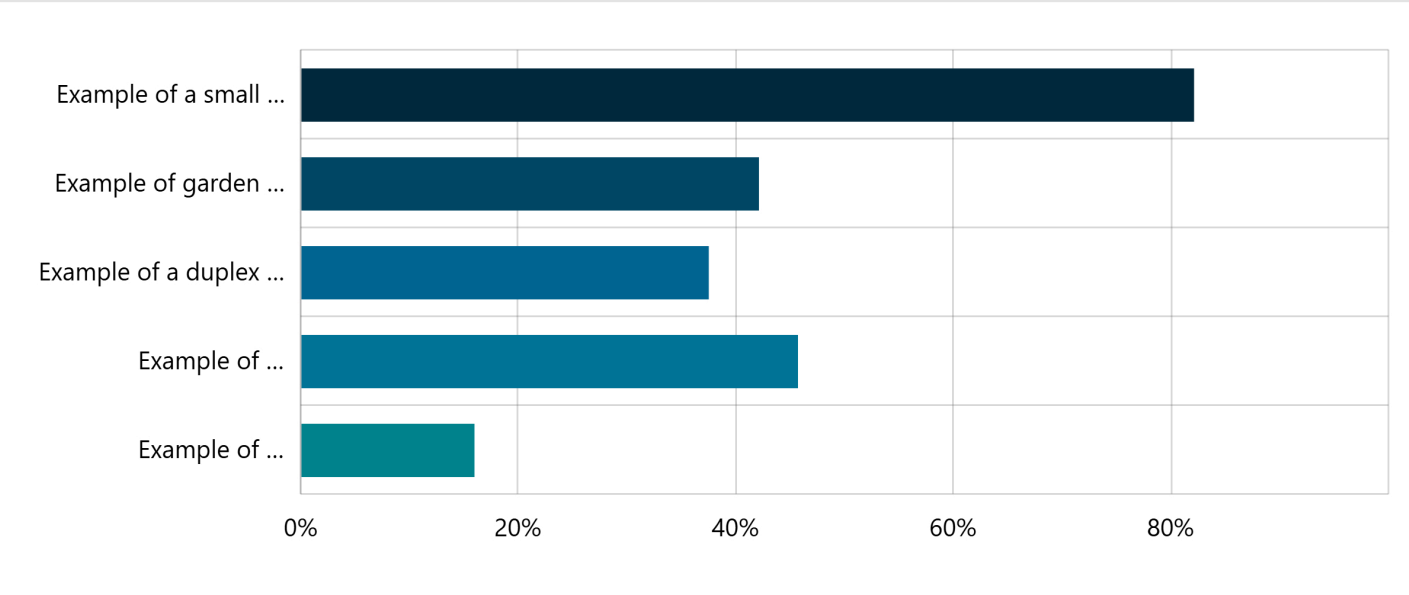
Multi Choice | Skipped: 22 | Answered: 189 (89.6%)



| Answer choices | Percent | Count |
|--|---------|-------|
| Example of a triplex and duplex side-by-side | 84.13% | 159 |
| Example of townhomes | 48.15% | 91 |
| Example of a duplex or fourplex | 46.03% | 87 |
| Example of a courtyard apartment | 53.97% | 102 |
| Example of mixed-use multifamily/commercial | 25.93% | 49 |

12. Which of these housing types and densities do you support being built in Suburban Neighborhoods?
(select all that apply)

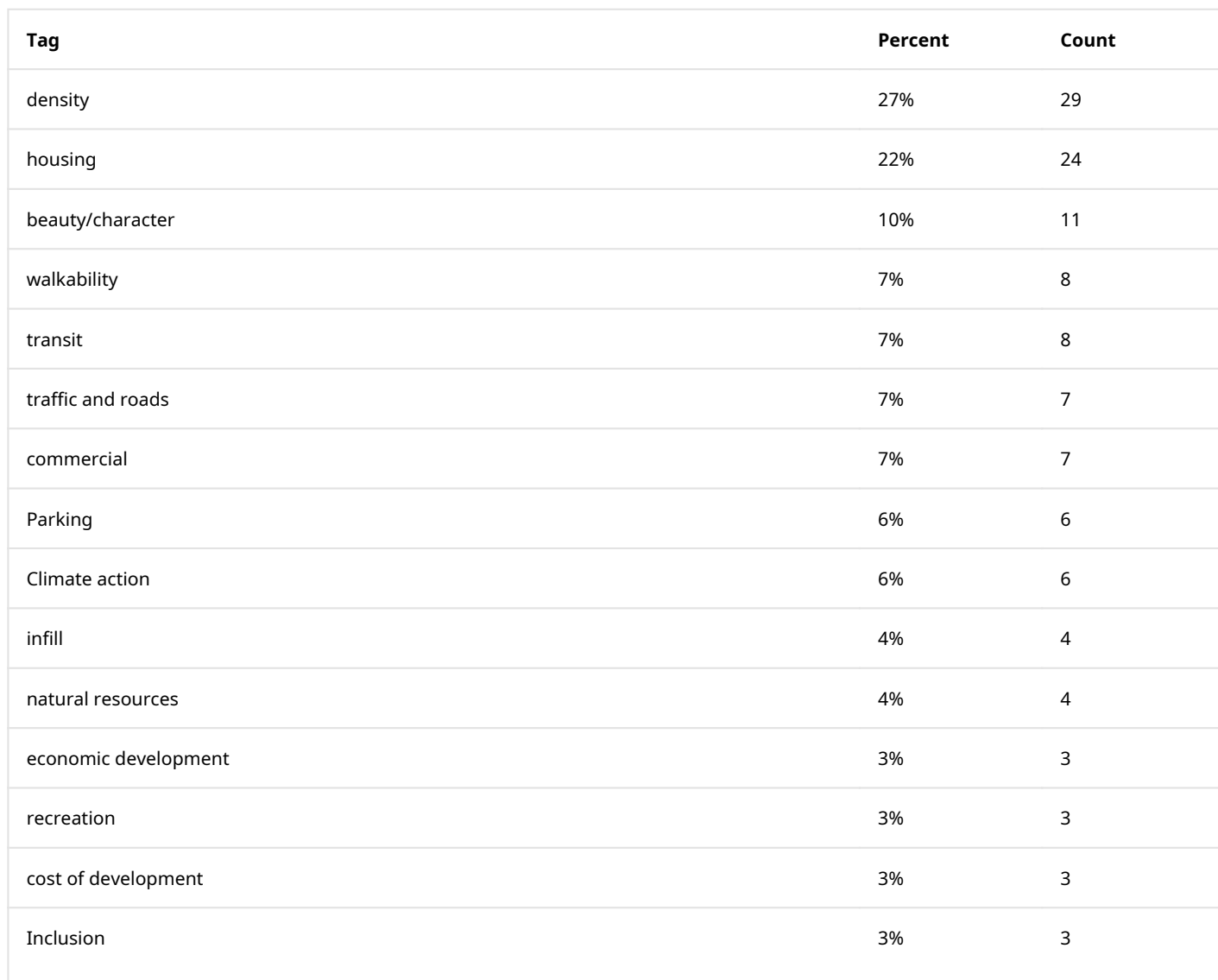
Multi Choice | Skipped: 16 | Answered: 195 (92.4%)



| Answer choices | Percent | Count |
|---|---------|-------|
| Example of a small lot single family | 82.05% | 160 |
| Example of garden apartments | 42.05% | 82 |
| Example of a duplex or a fourplex | 37.44% | 73 |
| Example of apartments and townhomes on a site | 45.64% | 89 |
| Example of mixed-use multifamily/commercial | 15.90% | 31 |

Long Text | Skipped: 104 | Answered: 107 (50.7%)

| Sentiment | Percentage | Count |
|--------------|------------|-------|
| Positive | 27% | 29 |
| Mixed | 21% | 23 |
| Negative | 29% | 31 |
| Neutral | 22% | 24 |
| Unclassified | 0% | 0 |



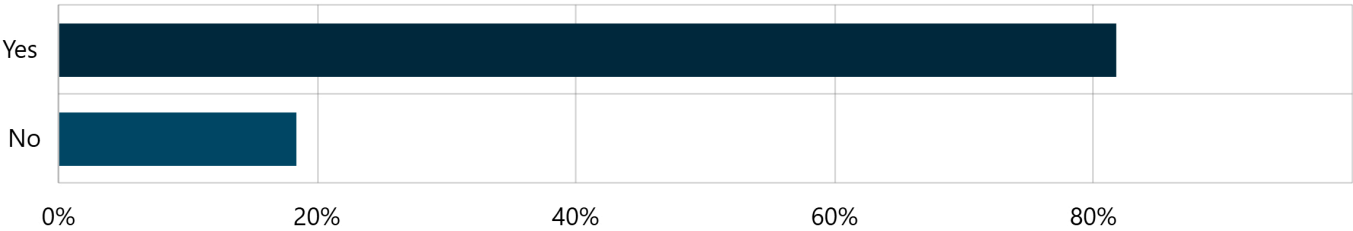
| | | |
|----------------|----|---|
| connectivity | 2% | 2 |
| open space | 2% | 2 |
| gentrification | 2% | 2 |
| biking | 2% | 2 |
| Parks | 2% | 2 |
| growth | 2% | 2 |
| zoning | 1% | 1 |
| homelessness | 1% | 1 |
| arts | 1% | 1 |
| dark skies | 1% | 1 |
| accessibility | 1% | 1 |
| water | 1% | 1 |
| neighborhoods | 1% | 1 |
| landscaping | 1% | 1 |
| design | 1% | 1 |

Featured Contributions

No featured contributions

14. Are you a registered voter in the City of Flagstaff or eligible to become one before March 2026?

Select Box | Skipped: 9 | Answered: 202 (95.7%)



| Answer choices | Percent | Count |
|----------------|---------|-------|
| Yes | 81.68% | 165 |
| No | 18.32% | 37 |
| Total | 100.00% | 202 |

Flagstaff Regional Plan 2045

Title/Question: Take our spring survey
 Tool Type: Form
 Activity ID: 10
 Report Date Range: 31 Mar 2025 - 26 Apr 2025
 Date Exported: 26 Apr 2025 10:16 am
 Exported By: SDechter

Please share your thoughts below (1000 character max). If you would like to provide comments that exceed 1000 characters, please email them directly to Sara Dechter, Comprehensive and Neighborhood Planning

| ID | Date Submitted | Contribution | Sentiment | | | | Confidence | Tags |
|-----|------------------------|--|-----------|----------|-------|---------|------------|---|
| | | | Positive | Negative | Mixed | Neutral | Score | |
| 542 | Apr 26, 2025, 08:15 AM | no roundabouts | | | | | 1 73.4% | traffic and roads |
| 539 | Apr 25, 2025, 09:58 PM | Doing this for.class assignment | | | | | 1 95.79% | |
| 537 | Apr 25, 2025, 09:26 PM | Our town is beautiful. Please make good decisions for the future of our community. | 1 | | | | 99.91% | beauty/character |
| 536 | Apr 25, 2025, 09:25 PM | nothing to say | | | | | 1 74.17% | |
| 534 | Apr 25, 2025, 08:48 PM | I hope the city will do ALL it can to share this information with ALL persons impacted by this plan. | 1 | | | | 75.01% | equity |
| 517 | Apr 24, 2025, 07:33 PM | I would really like to see an increase in walkability and density in the area surrounding downtown, as downtown if pretty dense, but the surrounding areas aren't. I would also like to see some small, single-family homes built in high densities. | 1 | | | | 73.79% | density; walkability |
| | | Landcaping with the right native plants, especially evergreens, can create a connection to our northern Arizona landscape that is critical for retaining our community character. And it's relatively inexpensive. | | | | | | |
| | | I voted against the duplex/4plex because the one shown is so ugly. We need to do better than 3 story boxes to make them fit into existing neighborhoods. The ADU design project is a great example of using local talent to design units that are appropriate for Flagstaff. We can develop zoning and building design standards that make sure increased density fits with community character. | | | | | | Climate action; density; landscaping; design |
| | | We need better planning, communication and metrics to achieve carbon neutrality. Is a Carbon Neutrality Commission in order? | | | | | | |
| 516 | Apr 24, 2025, 07:24 PM | Thanks for puttng out this survey. | | | | 1 | 73.57% | |
| | | 3 story buildings blend better with existing neighborhoods, or new development. 5 stories are overpowering, detracting from the existing homes & city character (possible to approve zoning for this?). | | | | | | |
| | | Plan ahead for increased traffic growth as residences are built; build adequate roads, traffic control lights, etc, with appropriate speed limits for increased # of residents (ie: west Rt 66 & Woody Mt Rd, 4th street & Butler, Butler at Lone Tree, various locations on 180 N). Thank you | | | | | | beauty/character; density; traffic and roads |
| 515 | Apr 24, 2025, 05:27 PM | for this massive project! | 1 | | | | 86.21% | |
| 513 | Apr 24, 2025, 04:48 PM | None | | | | | 1 99.65% | |

| | | | | | |
|-----|------------------------|---|---|--------|--|
| 509 | Apr 24, 2025, 02:00 PM | <p>I think that the center city should be more dense than the outskirts if density is the goal; this makes the suburban places still feel like the suburbs. However, if this is the case, the suburbs need to have a variety of home styles so they are not cookie-cutter houses, so that the area in and around these suburbs will feel unique. I also feel that we need to emphasise a more densely populated core before we densely populate the outskirts of the surrounding areas. Hopefully, this will lead to the slowing of urban sprawl while also preserving the land outside of the core, thus helping to preserve the environment surrounding these areas in the future. One final thing that I would like to see regarding the housing types to increase this density is fewer giant apartment buildings. They may be the most effective at increasing the density of an area, but in my opinion, it makes the area seem monotonous and boring. So instead, we should build more multi-family/person diverse forms of housing.</p> | 1 | 75.95% | density; housing |
| 485 | Apr 22, 2025, 04:44 PM | <p>Many of our established neighborhoods already have a mix of housing types, already have established patterns of development, and already have vehicular and walkability patterns. We should embrace these tried and tested patterns because they have longevity and proven to be successful through their use and popularity. These neighborhoods have strong senses of place already. Leave the established neighborhoods alone. Practice your 'new urbanism' in, well, new places of development.</p> | 1 | 95.73% | housing; neighborhoods |
| 482 | Apr 22, 2025, 02:23 PM | <p>Please invest in bike infrastructure. Especially the butler and Milton Corridors</p> | 1 | 89.94% | biking |
| 434 | Apr 20, 2025, 07:05 PM | <p>Any time I see government entities think they can involve themselves in access to house or affordability issues I simply roll my eyes . . . and similarly 'climate action.' Most of the more dense housing options are just plain UGLY. And we already have existing structures that are just plain UGLY. But good luck, because I'm tired of Flagstaff and will be moving outta here as it is ruined! Have been here 34 years and have watched it be destroyed. The student housing was the destruction. What was once a desirable place to live is demolished by NAU, and wave after wave of Californians. Good Luck. Going for a cabin in the woods somewhere in the Great Lakes in a town no one will have ever heard the name of where winter is embraced, like it used to be embraced here.</p> | 1 | 75.62% | beauty/character |
| 432 | Apr 20, 2025, 02:44 PM | <p>My spouse & I are very concerned about the proliferation of oversized student housing complexes in Flagstaff (off campus). I don't see anything about this in the survey. I support denser development only if it is NOT for more of these monstrosities which do nothing to expand housing opportunities for the average resident.</p> <p>Just a thought about underutilized parking lots- the survey asks about converting these to housing. What about converting them to pocket parks or community gardens instead? We need to keep and/or create green spaces (even if compact in size) especially in areas of denser development.</p> <p>A very high priority for me is protecting our remaining Ponderosas. Developers should not be allowed to rampantly raze them. Losing trees exacerbates climate change.</p> <p>BTW we have lived here since the 1970's and deeply care for Flagstaff & what makes it special.</p> | 1 | 49.96% | density; natural resources; Parking; Parks |
| 419 | Apr 19, 2025, 06:24 PM | <p>Thank you for asking, and for all your hard work.</p> <p>reduce the number of vacation rental properties, incentivise the owners of these properties to rent/lease to local residents and eventually sell them to local residents.</p> | 1 | 53.24% | housing |
| 417 | Apr 19, 2025, 05:36 PM | <p>I cannot find parking as it is. There is not underutilized parking. 15 min neighborhoods limit freedoms. The sustainability department is hindering the lowering of housing by requiring unnecessary upgrades.</p> | 1 | 92.22% | Climate action; housing; Parking |

| | | | | | |
|-----|------------------------|--|---|--------|---|
| 405 | Apr 19, 2025, 11:30 AM | I have lived in and around Flagstaff for the last 40+ years (currently living in one of the Rural Neighborhoods) and have witnessed the many changes to the area's size and character. I believe the two greatest threats to Flagstaff's affordability and sense of place are the unchecked growth of short-term rentals (e.g., Air B&B) and the movement of Private Equity firms into real estate. If city and regional planners can tackle these it will go a long way towards keeping Flagstaff and its surrounding neighborhoods unique and affordable. | 1 | 72.22% | housing |
| 400 | Apr 19, 2025, 10:26 AM | I am appalled at the number of apartment complexes that have been going up on what seems like every square inch of available vacant land in Flagstaff in the last few years. If I had my way, there would only be single family dwellings, and possibly duplexes, on every lot in Flagstaff! | 1 | 92.28% | density |
| 398 | Apr 19, 2025, 10:07 AM | Water Resources: There is not enough emphasis or action goals on water conservation. Water conservation through permaculture landscaping, rain water harvesting, and xeriscape are proven technologies to help communities prepare for decreasing water resources predicted by climate change models. Water conservation is cheaper and cleaner than waste water reclamation. | 1 | 42.94% | natural resources; water |
| 388 | Apr 19, 2025, 07:39 AM | Thanks to everyone for their work to better articulate how Flagstaff grows while maintaining its sense of community. I agree with the overall direction of this process. | 1 | 99.91% | growth |
| 383 | Apr 18, 2025, 11:20 PM | Sara Dechter, you are cool. I believe in government's ability to do good. | 1 | 100% | |
| 380 | Apr 18, 2025, 05:10 PM | Everything is connect to growth. At what point do we recognize that growing isn't going to fix our existing problems, they're going to exacerbate them. I really challenge the city to decouple climate and housing crisis from the economic lens. Allowing outside developers to come in does not solve our housing attainability. Allowing constant development of corporations makes our city lose its sense of place and uniqueness. Allowing development for tourists income and not regulating our short-term rentals is selling our soul and our natural resources to people who don't live here. Please stop catering to Phoenix and corporate America. Please support better public transportation and stop focusing on airport expansion and take the carbon neutrality plan seriously. If you bring in mixed-use development, why are all of the businesses for people who don't live in the neighborhood--do you think someone barely affording rent is going to the juice shop and expensive yoga studio? | 1 | 71.59% | Climate action; commercial; growth; housing; transit |
| 378 | Apr 18, 2025, 04:48 PM | I don't wish for this--I don't know any who remembers giving the thumbs up for this direction as a guiding light for Flagstaff's future, even having attended these RP meetings. Your plans are baked in the cake, there has been no notable inclusion of what Flagstaff residents want. These items: housing attainability, climate action, and creating self-reliant, mixed-use neighborhoods--no, don't want them, if we did, we would move to NYC. So, you are clearly serving an outside agenda. | 1 | 47.53% | Climate action; housing; Inclusion |
| 374 | Apr 18, 2025, 12:27 PM | How will the ways in which gentrification does not prevail be held accountable? The example concerned me for urban housing, as the following possibilities all felt as if they would increase gentrification and allow for more university students to pay more to live in historic areas (if this is where this may occur). I have concerns as the university wants to expand and often wonder about vested interest vs community needs. What policies will support rent caps? How will housing be more attainable for the community that is here? What does the community need and what do they ask for? It is my hope that this is as bottom-up as possible. Thank you for doing this hard work. The community needs to be heard. | 1 | 47.54% | gentrification; housing |

| | | | | |
|----------------------------|--|---|----------|----------------------|
| | How well do the following 5 policies focus on denser livable neighborhoods within the Flagstaff Region? | | | |
| | Expand access to homeownership by incentivizing the development of a variety of housing types, providing resources and programs to support homebuyers, and reducing barriers to homeownership opportunities. = Somewhat | | | |
| | I am guessing this question is in the context of expansion of "affordable/attenable" home ownership? If so then I would chose "Well". | | 1 94.02% | housing |
| 373 Apr 18, 2025, 12:11 PM | It is glaringly apparent that this plan is going to force increased density in Flagstaff. It will also make moving about the city more difficult. Your questions are skewed so as to force a choice between a bad choice and a really bad choice. This survey is not really a survey but a tool to force people to indicate support for unsupportable choices. What a waste of the time and money you have spent on this effort! | 1 | 99.73% | density; Inclusion |
| 372 Apr 18, 2025, 12:05 PM | I think you should check into the origin of the 10 most successful cities in the country (ie: San Francisco, New York, etc). Look over the plans regarding their development and see how they did it. My bet is that there were no plans made, they just happened. It would require money (read TAXES) to create policies and much more of it to implement and enforce the policies thus created. I believe any such effort would be doomed to failure and anyone who thinks they have the foresight and wherewithal to look 100 years into the future and do this is foolish beyond belief. | 1 | 78.26% | |
| 366 Apr 18, 2025, 09:38 AM | This city need to focus on its residents. There is very little for kids to hear, parks need a major revamp. A community center that is family friendly and not run over by the homeless like the aquaplex. Sustainability and beautification is all fine and dandy but we need more public space and more family centered growth. Nau and travel nurses are not out population. | 1 | 82.89% | recreation; Parks |
| 361 Apr 18, 2025, 12:37 AM | I support revitalizing, as much as feasible, some of the older mini-malls and outdated areas with large parking areas. There seems to be quite a bit of empty businesses that can be redone in a more sustainable fashion. I support denser housing to reduce urban sprawl, but I don't want to see five and six story housing units blocking our amazing view. There's a middle ground that can be attained. Thank you for all the work being put into this, and gathering community input. | 1 | 97.22% | commercial; density |
| 358 Apr 17, 2025, 07:01 PM | I have indicated in the past my dismay at efforts to limit or eliminate auto traffic through town. Many of us live outside the city and must drive to town for shopping, medical appointments, etc. We also have many travelers coming through to visit, stop over, etc. And others just want the convenience of being able to go from one side of town to the other in their vehicles, so I urge you to keep that in mind as you work through this process. | 1 | 58.77% | traffic and roads |
| 356 Apr 17, 2025, 01:56 PM | Please make sure that these condos and townhomes are affordable, yet well built. Most of new constructions are expensive and very poorly made. | 1 | 91.74% | housing |
| 353 Apr 17, 2025, 10:37 AM | How about economic development? This plan only enhances jobs that serve coffee or make beds. How about saving some space for industries that provide a great salary so people can afford real homes? The city needs to leverage it's unique environment to recruit great industries with real (not minimum wage) jobs. The plan totally misses this need although i do not live in flagstaff city limits anymore (I live in bellemont), i work daily in flagstaff and my father lives in the country club area. we have been here for over 20 years. thank you for taking our feedback. | 1 | 77.35% | economic development |
| 348 Apr 16, 2025, 08:02 PM | | 1 | 76.94% | |
| 346 Apr 16, 2025, 05:08 PM | | | | |

| | | | | | |
|-----|---|---|---|----------|--|
| | <p>Keep flagstaff a place for families, not the gulag enormous resident buildings that are already around...enough is enough.</p> <p>Forvet the 15 minute cities, the elderly and those that have distances to drive DONT want to live that way. The transit system is fine as it is.</p> <p>We are a college town..let them build and live on campus and also not take up town infrastructure resources.</p> <p>Climate control...a money maker for the fat cats. How about getting behind stopping the chem-trails and climate control of our sky over this state. They are spraying us with poisons and manipulating the weather..</p> <p>Bulk trash can be a fire hazard...go back to old schedule! And get it to the dump!</p> <p>As an aside, i don't drive with a cat on my lap, hanging out the window.... its about time the city stops drivers with dogs in their laps and gives them an expensive ticket.</p> <p>With the number of students already here, we dont need to accomodate them off campus or would you like visitors and locals to come to FLAGSCHOOL.</p> | | | | |
| 339 | Apr 16, 2025, 10:40 AM | <p>In regards to the suburan neighborhoods, the issue as I see it with expanding to smaller lot single family, apartment, or condo/townhomes is the increase to traffic. These suburan neighborhoods are not generally walkable to any grocery stores or other needed services. So to increase housing density you'd also be increasing traffic density. Adding mixed use commercial/residential makes the most sense in these outlying areas. Also, where you address maintaining affordable housing by not allowing gentrification...Flagstaff is not affordable. Many call it "poverty with a view" for a reason. To better address that issue, address the rise in costs and labor.</p> | 1 | 37.92% | Climate action; density; infill; transit |
| 338 | Apr 16, 2025, 09:41 AM | | 1 | 52.23% | commercial; housing; traffic and roads |
| 337 | Apr 16, 2025, 07:42 AM | <p>In all housing development, accessibility and inclusivity should be given highest priority.</p> <p>Approximately 20% of our community residents experience some type of disability sodeveloping structures and a community itself must be done so as to meet the needs of all.</p> | | 1 71.43% | housing; accessibility |
| 336 | Apr 16, 2025, 07:34 AM | <p>I'm happy to see all the policies/goals around creating walkable and dense neighborhoods, AND I want to share that there are very few of these in Flagstaff currently, with the potential exception of downtown/Southside, due to speed and road design, as well as missing sidewalks, bike lanes, and other key infrastructure. Additionally, the existing walkable/bikeable neighborhoods do not necessarily include key amenities like grocery stores, doctor's offices, etc. I want to emphasize that new and better infrastructure for walking and biking will be needed, but the City will also need to think about safe routes to key services which are not located in these neighborhoods, or attracting those kinds of businesses to the area. For example, I live close to downtown and while I can walk to one grocery store (Bashas), most stores to address daily needs are not walkable. When I lived in Sunnyside without a car, I was similarly able to walk to groceries but not medical services.</p> | 1 | 96.92% | commercial; density; walkability |
| 334 | Apr 16, 2025, 05:34 AM | Hard to understand units per acre examples, is this plan supporting mixed used type housing (like Sawmill or the The Hub) in established neighborhoods? Yet there is already planned development for large growth (sprawl) south of I-40? Why were higher densities shown in the examples to select that exceeded the 20 units per acre? | | 1 47.64% | |
| 332 | Apr 15, 2025, 09:55 PM | Residential developments should all be required to have adequate parking on site | | 1 82.87% | |
| 331 | Apr 15, 2025, 07:23 PM | Housing density and a variety of housing is an important component to housing affordability for the Flagstaff workforce. | | 1 73.88% | |

| | | | | |
|-----|------------------------|--|---|--------|
| 330 | Apr 15, 2025, 05:22 PM | I am adamantly opposed to more high rises. They are ugly and expensive and blocks views and nobody wants them. Make NAU pay their burden. The high rises are ruining the look and culture of this town. And, the more open space requirements you put into a plan equals fewer homes so you are working against yourself. Plan for traffic too. If you are going to build these monstrosities there must be turn lanes and parking. The shade from Aspen Place makes the whole area a skating rink in the winter and it is so dangerous. | 1 | 85.08% |
| 329 | Apr 15, 2025, 04:23 PM | This survey is not user friendly. Some of the language is hard to understand for a layman. The survey should've explained better Sara, Please do not Phx/Flg! We have lived here a long time and have watched the buildings get higher and higher. Also, we don't need to spend tax payers \$ on art/cultural heritage. Spend it fixing roads and infrastructure instead of raising our water bills. | 1 | 98.94% |
| 327 | Apr 15, 2025, 03:33 PM | Instead of large apartment buildings, I support the city making it easier for homeowners to build multiple accessory dwelling units on existing single-family home lots, to turn existing single-family home properties into duplexes or triplexes. | 1 | 36.82% |
| 325 | Apr 15, 2025, 12:38 PM | The city makes it so hard to do anything here. Prescott, Phoenix, Tucson are all experiencing housing growth and nothing is happening here. | 1 | 84.34% |
| 324 | Apr 15, 2025, 11:56 AM | I feel we need affordability for families, with yards for children to play, and for the workers. The high rises in my opinion is for students, we have been in Flagstaff for 41 years, many of the high rises are still vacant, they have not made a good impression on the folks driving into our beautiful town. | 1 | 89.59% |
| 323 | Apr 15, 2025, 11:38 AM | Diverse includes more than young, healthy individuals. Some are not so young and healthy. And where are the families with children? | 1 | 57.05% |
| 318 | Apr 15, 2025, 09:16 AM | When walking around downtown there are a few buildings that are deteriorating and unused that take up a lot of space... the old jail on Birch, empty properties along Milton and again down town (both sides of the tracks), and parking lots that are underused... we need to use these spaces before building new buildings... and the city should require that property owners care for their property by encouraging landscaping, beautification, and picking up garbage. Everyone taking care of their spaces and the city encouraging, incentivizing, and even penalizing (if necessary) property owners to care for their properties is a good start. | 1 | 66.8% |
| 317 | Apr 15, 2025, 09:04 AM | If at all possible for the safety of drivers, pedestrians and the flow of traffic - can we please implement, "Use turn signal" signs at all roundabouts. Thank you for all you do! | 1 | 61.99% |
| 315 | Apr 15, 2025, 07:32 AM | As a fifty-year resident of Flagstaff, I think our town has grown into a lovely city but has had to contend with the "railroad cut" that divides neighborhoods and created the long roadway that is not conducive to walking and neighborhoods for living, schooling and working. We need to be developing our city into inclusive and reasonable cost housing and lessen the second and third homes that have taken over many neighborhoods. I would love a small store in my neighborhood of Mt. Dell and bus lines that come within a block or two. We need access for everyone and less reliance on the need to be in our cars. Thanks for this opportunity! | 1 | 65.5% |
| 309 | Apr 14, 2025, 07:46 PM | Please prioritize slow roads into and around residential and mixed neighborhoods and 2 lane streets instead of 4 lanes like in Phoenix. It doesn't matter how many walking trails you have if you have to cross a 4-lane 40mph road in order to get there. Parents won't let their kids do that and as a result, we raise yet another generation in cars. | 1 | 55.35% |
| 306 | Apr 14, 2025, 06:18 PM | How about small duplexes? | 1 | 42.25% |
| 305 | Apr 14, 2025, 06:03 PM | What can we do to get rid of Air-bnb's that ruin community is neighborhoods? Please don't let this lead to everyone in Sunnyside being displaced again. This town also needs better protections for indigenous and Hispanic people to access, purchase, and rent homes/apartments. | 1 | 66.94% |
| 304 | Apr 14, 2025, 05:45 PM | | 1 | 71.81% |

| | | | | |
|-----|------------------------|--|---|--------|
| 301 | Apr 14, 2025, 04:41 PM | To maintain a Flagstaff "sense of place" and to minimize the effect of sprawl, I'd like to see at least some mention/planning of continuing, and improving the control of outdoor lighting, so it's used only where needed, and with fixtures pointing down (full cutoff). Aside from contributing to a sense of place, it provides for safer streets and areas, and protects the scientific use, but probably more importantly the beauty of Flagstaff's night skies, and its reputation as the first international dark sky city. | 1 | 58.28% |
| 300 | Apr 14, 2025, 04:35 PM | There is way too much emphasis on student housing. We need affordable houses and rentals, not \$900/bedroom housing! | 1 | 61.97% |
| 298 | Apr 14, 2025, 04:16 PM | This survey is too constricting. It is asking about adding this information about housing to the existing plan that includes climate action. Climate action is a ridiculous concept where our tax dollars should not be wasted. The hundreds of thousands of dollars climate action in Flagstaff would cost will not change ANYTHING in the united states or the world. Instead, this housing information should be included in a plan that improves our city by better streets, additional forest management and better education. The fact that this is being added to climate action solidifies the fact that the city council is trying to keep it included as "pork" so the pointless concept doesn't die. By this survey including climate action, you will get skewed answers, just like my answers. If you took climate action out of the survey, they answers will be much more useful. | 1 | 63.81% |
| 297 | Apr 14, 2025, 04:15 PM | All new buildings should be built to the LEED zero carbon standard. They should not be plumbed for gas, use the newest heat pump equipment, have EV charging hookups, and have Photovoltaic power plants on roofs and parking lots. There should be no use of regular cement. Instead, carbon absorbing cement and blocks should be used. Companies like BioMason produce such products. | 1 | 87.61% |
| 293 | Apr 14, 2025, 03:37 PM | Please consider our natural resources, clean air and water and traffic congestion. Put a cap on number of people from out of town that we rescue who can't afford to live here. They are big users of resources such as healthcare and the justice system here. They don't make our community more livable or safe. They just use up resources and increase taxes. We do not want to drink our waste water to accommodate growth. Once our beautiful mountain town becomes a big city with big city problems, it will be too late. Its already becoming that now. We don't have to provide housing to everyone who wants to come here. | 1 | 51.61% |
| 291 | Apr 14, 2025, 03:21 PM | Most of my answers could have been "it depends". Not enough information was given. I also think some of your priorities contradict one another. How do you maintain the feel of established neighborhoods and then say you want more density in an existing neighborhood with large lots? Will you let some owners sub divide and ruin the property values of their neighbors? I think much of our housing problems could be addressed by not allowing short term rentals as they greatly escalate inflation in housing prices. Much of what is proposed depends entirely on details not given. | 1 | 50.55% |
| 289 | Apr 14, 2025, 03:00 PM | Housing was needed and it came within Flag, yet it is unaffordable for young families just starting off. The side by side townhomes are better than high rise 5-6 level apts. Some paid million or more for nature's view and now the views are blocked. Housing has to fit the unique character of Flag and made affordable to young working couples. Housing is beneficial, but not when the transportation, schools, stores, jobs are not growing with the increase of housing units. Too many stores closed this past year, schools need renovations, but they need to bigger space for more students. Employers need to pay well the permanent residents, but they keep them at part time student status, no benefits and that will not support permanent resident families needs. Whatever need you address, the connecting elements to that need has to be included, like a clock all parts need to be present for clock to work well. All elements that impact the permanent families need to part of the planning conversation. | 1 | 86.94% |

| | | | | | |
|----------------------------|--|---|----------|--|-------------------------------------|
| | While adding mixed housing is important many of the examples used in this survey are overpriced especially for townhomes and apartments. Several of the examples include new properties that only allow for rent and rent is typically over \$2,000 a month for a 1 bed/ 1 bath unit. The examples of townhomes downtown are over \$900,000 for a 3 bed/3 bath. These are unaffordable. I worry about increasing apartments that are primarily gauged for students that are only rentable and not meant for families. We need more properties with 3 and 4 bedroom apartments that are not over \$2.5K and are built for families. If only expensive "luxury" apartments are built people will become displaced through at Flagstaff. It's okay to have multiple apartment/townhome buildings right next to another that are only 3-4 floors. We don't always need major complexes. | | | | |
| 285 Apr 14, 2025, 02:39 PM | Too many air-bnbs etc allowed. Reduce those and help make single family housing more affordable. Small town desirability - there are plenty of hotels and resorts etc to handle visitors. Stop cramming so many people into smaller spaces. Leave the forest - don't keep removing so many trees to expand. The "questions" are poorly stated, and too many of them involve climate. Stop allowing NAU to dictate and "run" our town. | 1 | 62.42% | | |
| 278 Apr 13, 2025, 01:21 PM | Stop trying to make our town a "big city!" | 1 | 47% | | density; housing; natural resources |
| | Excellent survey and comprehensive overview of the various issues, challenges, and proposed changes and improvements for our community. | | | | |
| 276 Apr 13, 2025, 08:59 AM | I would appreciate "sense of place" highlights including a greater focus on native plantings. | 1 | 99.95% | | natural resources |
| 274 Apr 12, 2025, 10:34 PM | Splash pad | | 1 96.56% | | recreation |
| 272 Apr 12, 2025, 06:58 PM | Some of the questions in the survey appear loaded and direct responses in specific directions. I am still very concerned that we want to put higher density in certain neighborhoods and not throughout the city. We use the excuse that there is not public transportation, rather making access to public transportation part of the discussion. Until we put housing on the "sun flower" property, we should not allow density on any other property. The city owns this land and the infrastructure is already there. This is our plan and we as a community should be able to decide on aspects of the plan. We wrote the plan, it did not write itself. When we are more concerned with relocating animals than housing people, what does that say about some in our community. Our city is growing and we need to manage the growth. A few hundred people should not get to make decisions for 50,000 people. I have made these comments before, but I still have yet to get a straight answer.--Deb Harris | | 1 75.71% | | |
| 271 Apr 12, 2025, 04:29 PM | Flagstaff is a Dark Sky Community. The Mormon Temple will be lit to extreme! I am very concerned about our skies being lit by overgrowth and religious temples... | 1 | 53.56% | | density; transit |
| 270 Apr 12, 2025, 01:31 PM | | | 1 44.77% | | dark skies |
| 264 Apr 11, 2025, 12:58 AM | I feel like the goal should be converting these "Suburban" areas *into* denser, more "Urban" areas, since suburban type development is inherently more costly and inefficient to build. | 1 | 57.28% | | cost of development; density |

| | | | | |
|----------------------------|---|---|----------|--|
| 262 Apr 10, 2025, 02:22 PM | <p>I've lived in Flagstaff for decades and hate seeing these giant mixed-use buildings go in. Also, the # of NAU students and second-home owners make rents and mortgages go up... to the point of being difficult or impossible for working families to afford. Please consider taxing out of town renters and 2nd home owners. Those funds could be used to off-set the high rents/mortgages for locals. Also, of note, I live in an older neighborhood (Lower Greenlaw) and I would have to see a 2nd story put on a home near me, let alone a duplex, triplex etc. I bought my home and yard to have some space, so the idea of neighbors being permitted to build something out of character to the neighborhood is wild. I get that people need places to live, but keep the dense housing where it already is, don't push it into neighborhoods of single-family homes. Some of the problems really lie in the private gated communities... large lots where you could build apartment complexes and parking lots.</p> | 1 | 59.04% | beauty/character; density; housing |
| 261 Apr 10, 2025, 01:40 PM | <p>I support housing types that echo what Flagstaff was (and still almost is), but not the super high density high rises rapidly filling in every vacant piece of land. As one informed neighbor put it, let's find "Flagstaff solutions" to housing, rather than looking like Tempe or anywhere USA. Surely at some point we will reach saturation, and at some point maybe our state legislature will agree that cities must be able to regulate the number of short term rentals. I also encourage any readapting of existing houses and spaces for housing, which is the best way to help our climate situation too. And...convenient and safe public transportation, biking and walking are woefully behind compared to what we're spending on streets that are designed primarily to accommodate more vehicles (ie., LT overpass, JW Powell, etc etc). I trust the regional plan will address this with more than just nice-sounding words.</p> | 1 | 69.27% | density; housing; infill; transit; walkability; biking |
| 259 Apr 10, 2025, 12:09 PM | n/a | | 1 97.54% | |
| 257 Apr 10, 2025, 10:00 AM | <p>I live on west side of flagstaff near mavrick and home depot. if i want food. i have a gas station. I can't walk anywhere cause there is no sidewalks. the city bus doesnt come near us so i must walk 15 minutes just to the closest bus station. if i took my car to east side i would be there in 10 minutes. i want to use the bus but it doesnt make sense. there is no public parks. no amenities. with timbersky going it, it would be so much to have some nice restruants with outside seating, maybe a grocery store, similar to aspen sawmill. there are so many familes and none can walk outside past 5:30 because half the street lights are out and the other half of the street doesnt have them. young people will keep leaving flagstaff if there is no 3rd places for them to travel. if i wanted to go to lets say yourpie w/ my friends i would to walk uphill, downhill for 30 minutes then again walk uphill and then downhill to get home CAUSE THERE IS NO NEARBY BUS and they are inaccessible in general.</p> | 1 | 49.34% | commercial; transit; walkability |
| 253 Apr 09, 2025, 09:15 PM | <p>Some of this high density housing seems more focused on college students than families. Many of the high density housing projects that were built with having commercial space sit empty and if they do have businesses parking is a major issue.</p> | | 1 90.37% | commercial; density; Parking |
| 251 Apr 09, 2025, 12:14 PM | <p>Really happy to see such an emphasis on addressing our community's need for more housing options, especially missing middle.</p> | 1 | 99.91% | housing |

| | | | | | |
|-----|------------------------|---|---|----------|--|
| 249 | Apr 09, 2025, 11:23 AM | I personally would like to see the empty buildings (ex: at the mall, the empty restaurant buildings) reused. There are SO many buildings that could be reused. I DO NOT like the multi level buildings that are going up. We have beautiful views that are being destroyed and I moved here for the beauty. It is being destroyed; there is not ENOUGH restoration or reuse. It is all focused on expansion and trees are being cut down. I am not seeing much in the way of looking at HOW already built places can be utilized. I also would personally like some standards as to maintenance. It is so hard to drive or walk by places that are just allowed to disintegrate. Why is nothing being done about Southside? SO many buildings that are just rotting. Why are people allowed to have trash in their yards? This is a gorgeous place that people are not taking care of, and just allowing to decline. I dont understand it. Expanding rather than looking at other available options. | 1 | 59.29% | beauty/character; commercial; infill |
| 247 | Apr 09, 2025, 05:37 AM | Too crowded neighborhoods ruin the ambience of Flagstaff flavor. | 1 | 98.11% | beauty/character; density |
| 242 | Apr 08, 2025, 10:12 AM | Please provide adequate parking spaces for these apartments to avoid same scenario as the townhomes off of Rte 66 on the West Side of town. | | 1 71.17% | Parking |
| 241 | Apr 08, 2025, 09:29 AM | I am in favor of policies that include everyone (ie, as a native American, I don't feel it's reasonable to promote our interests separately) Climate change policy is a little absurd considering that America has already done more than any other country to improve the emissions of greenhouse gases (I think it's funny that people who used to love Elon Musk are now getting rid of their Teslas and buying gas guzzling vehicles - Senator Mark Kelly, notably) | 1 | 71.01% | Inclusion; Climate action |
| 240 | Apr 08, 2025, 09:18 AM | It will not be easy allowing higher densities in residential neighborhoods without causing gentrification. The cost of construction of new housing is not something the city can control. At the bottom of Cherry Hill on Birch, the new condos that are being built are being put on the market at \$1000 per square foot. This type of housing is obviously not satisfying the need for affordable housing for locals. I fear that zoning for higher densities could attract investors interested in creating second homes or Airbnbs. I've always been in favor of allowing ADUs in most if not all single family zones if they can adhere to the neighborhood character. While creating mixed use neighborhoods is a laudable goal, it is really difficult to achieve. Small scale commercial doesn't want to be in residential areas. And trying to create employment centers within walkable distance of residential areas is probably a pipe dream. It's so complicated by needed trips to day care, two job households. | 1 | 35.37% | density; cost of development; gentrification |
| 239 | Apr 08, 2025, 08:46 AM | The example units provided assume large parking minimums and therefore make the proposed developments much scarier than they should appear. The reason 'The Standard' is an intimidating building for example is because it is a TX Donut and therefore is 2-3 times the size it would need to be if it had appropriately sized parking. I don't predict many comments coming back in support of these denser units based on the pictures used. Additionally few people know what the acronym 'duac' means even if you say it is dwelling units per acre. A better example would have been something along the lines of this: https://www.theurbanist.org/2017/05/04/visualizing-compatible-density/ . Also, there is no explanation of the implications of these decisions, of course, given a choice of anything in the world people will choose 'single family detached' but the benefits and costs to the city should also be factored in including maintenance costs that won't be seen for 20-50 years. | 1 | 73.08% | cost of development; density; Parking |
| 238 | Apr 08, 2025, 07:53 AM | I think that the interior open space network both public and private lands, should be mapped and connected like it used to be on former regional plan. that interconnected network should be the central organizing element of the plan that connects the various neighborhood types. The open space plan is the connective tissue of the city's anatomy. | 1 | 74.25% | open space |

| | | | | | | |
|----------------------------|--|---|--|--------|--|--|
| | Flagstaff is growing fast. The answer is NOT to change local, existing neighborhoods by adding dense or low-income housing or adding homeless shelters. These types of housing should be located in the urban, city center or in areas that are not already-established family neighborhoods. | | | | | |
| | Public transportation should be much better than what Flagstaff currently offers. | | | | | |
| | Homelessness should not be encouraged by forcing Flagstaff tax payers to subsidize benefits for the homeless. Many of these homeless persons are not from Flagstaff. Subdizing benefits will only make homeless persons flock to Flagstaff from other places that don't offer as generous benefits. | | | | | |
| | The City of Flagstaff needs to focus on its own residents and maintaining and enhancing its beautiful town & economy. Incorporating the Arts into design ideas is a great way to beautify our City and support local artists. | | | | density; transit; homelessness; beauty/character; arts; economic development | |
| 236 Apr 07, 2025, 10:25 PM | The City needs to attract private businesses that will hire workers, not give unemployed people free housing. | 1 | | 51.73% | transit; connectivity; walkability | |
| 233 Apr 07, 2025, 08:17 PM | I'd like to see more car free pedestrian zones and corridors connecting neighborhoods, parks, schools and commercial areas. I'd also support dedicated bus/bike lanes on heavily traveled roadways. | 1 | | 98.6% | | |
| 232 Apr 07, 2025, 07:34 PM | Thank you for your work! | 1 | | 99.61% | | |
| | As a life long resident it's sad to see Flagstaff lose its charactor to high density housing sprouting up everywhere. Low density and quite neighborhoods are one of the things that makes Flagstaff attractive. Also, while everyone appreciates making areas more walkable/bikeable there needs to be traffic and road planning for the reality that the majority of people will still choose to drive vehicles. I've had the pleasure of living in similar cities that prioritized public transporation and bicycle commuting and the result was that people still chose to drive, even if it meant sitting in traffic for 40 minutes to go 5 miles. Please don't do that here. | | | 1 | 80.51% | density; traffic and roads |
| 229 Apr 07, 2025, 05:22 PM | You are asking the wrong questions. Not addressing several issues that affect available housing. One comment you made has an unrealistic point of view: Renters DO NOT make improvements to the place were they rent | | | 1 | 82.94% | housing |
| 228 Apr 07, 2025, 04:14 PM | I would prefer to see high density remain as upgrades and revitalization of historic downtown area, and Southside, but not to infiltrate highrises and multi-use developments into urban or suburban areas that have neighborhood character already established and therefore should be protected as such. | | | 1 | 70.73% | beauty/character; density |
| 226 Apr 07, 2025, 03:04 PM | More multi housing, not too big like the jack or standard, less parking lots and more walkable areas. Southside area is good! Close to campus and walkable to downtown, adding more shops and things to do in Southside area. Also adding a bus stop on Franklin and verde area. | 1 | | 99.3% | | density; Parking; transit; walkability |
| 224 Apr 07, 2025, 01:14 PM | no | | | 1 | 49.6% | |
| 223 Apr 07, 2025, 01:12 PM | n/a | | | 1 | 97.54% | |
| 218 Apr 07, 2025, 01:07 PM | Can there be any type of local housing collaboration/engagement with large employers in the area- such as the university or hospital? | | | | | |
| 217 Apr 07, 2025, 11:46 AM | https://localhousingolutions.org/plan/engaging-employers-in-local-housing-strategies/ | | | 1 | 99.76% | housing |
| 216 Apr 07, 2025, 11:02 AM | Our current roads will not accomodate such growth! | 1 | | 80.23% | | traffic and roads |

| | | | | |
|----------------------------|--|---|--------|---|
| 215 Apr 07, 2025, 10:22 AM | I would like to see housing density more distributed throughout town- not just in urban or semi-urban areas. There are parts of town that cater to second homeowners (think Pine Canyon, gated communities, subdivisions, etc), and these developments should have to equally bear witness and share the burden to the housing crisis of year-round residents. | 1 | 97.19% | density; housing |
| 214 Apr 07, 2025, 08:52 AM | Prioritize infilling empty lots and/or removing and replacing nuisance structures before removing trees or greenbelts for large new developments. Please no high rises--they block views, are hideous, and make for terrible snow and ice problems on the shady side, which phoenix developers are *oblivious* to. | 1 | 91.78% | housing; infill; open space |
| 212 Apr 07, 2025, 06:27 AM | Also please open the Aquaplex on Sundays again. Thanks. To build denser housing you have to have wider streets. You can't just cram it all in the downtown and expect positive results. Expand the town, build wider roads, with adequate sidewalks, and build adequately spaced apartment buildings in this new part of town where they won't be crammed so tight that no sunlight will ever reach the streets or those apartments' windows, people will actually have well lit homes with a view other than the neighbors' bedroom window, and won't cause any traffic issues in already existing narrow streets of Flagstaff. | 1 | 84.18% | density |
| 211 Apr 06, 2025, 06:06 PM | I really think the city should consider row homes. Like townhomes but with a brownstone look. These can be easily made into apartments within units while looking more single family on the outside. With all the hills in the new area off Butler/4th, this design would look beautiful while allowing for multi family living. Also these brownstones/row homes could make for nice business buildings while maintaining the aesthetic of the neighborhood. Using alleyways behind homes would lend to front porch living with sidewalks while the back can be for parking, trash, ADUs, garages, etc. | 1 | 81.97% | beauty/character; traffic and roads; walkability |
| 206 Apr 06, 2025, 01:47 PM | Families in the area are not being represented. A disproportionate amount of attention is given to making the center of town more dense, but the professionals that provide quality services are not drawn to an urban inner-city lifestyle. Quality professionals are taking jobs elsewhere bc lack of adequate family entertainment and programs for their children. For example, there is a significant lack of sports facilities for a town this size. Most of the families in Flagstaff travel to other towns to participate in sporting events because Flagstaff has not developed this for its citizens. The economy could be strengthened by keeping its residents spending money here in town, as well as, bringing more revenue to the city from those coming for the events. Additionally, there is a lack of infrastructure between suburban neighborhoods in the southern parts of Flagstaff. Connections need made between the East and West side of town on the south side of Flagstaff. Thank you. | 1 | 73.89% | density; housing |
| 200 Apr 06, 2025, 09:27 AM | I'd like to discuss on decentralization of businesses in Flagstaff. If things are going to be walkable, we need businesses on the outskirts too. For example, walking distance from Timber Sky, etc. | 1 | 49.14% | connectivity; density; recreation economic development; walkability |
| 199 Apr 06, 2025, 09:09 AM | For the housing developments in suburban areas - I support the development of garden apartments and duplexes/fourplexes as long as the buildings are not over 2 or 3 stories tall. I also support the development of small lot single family homes as long as the lots are very small and compact (to reduce urban sprawl). Thank you for putting this plan out for public review! | 1 | 88.73% | |
| 198 Apr 06, 2025, 09:00 AM | Style of a building is critical - even more than capacity ... all of these infill concepts are in or next to single family residential. The quality of the new build needs to blend and continue the character of the existing properties. | 1 | 85.31% | density; housing |
| 191 Apr 05, 2025, 04:04 PM | I think your regional plan is garbage and best, it should be recycled. | 1 | 66.35% | beauty/character |
| 190 Apr 05, 2025, 03:35 PM | I will write you an email because 1000 characters isn't sufficient. | 1 | 75.31% | |
| 188 Apr 05, 2025, 12:04 PM | | 1 | 90.7% | |

| | | | | | |
|-----|------------------------|--|---|--------|------------------|
| 187 | Apr 05, 2025, 11:41 AM | <p>The city is doing absolutely nothing to address affordable housing! Locals are being pushed out to make way for more students or second homes. Stop building high rises that sit empty and start concentrating on creating an Airbnb tax! The locals deserve affordable housing! Stop placating billionaire developers!!!</p> | 1 | 95.49% | housing |
| 184 | Apr 05, 2025, 11:12 AM | <p>We moved here from San Diego to get away from dense living. And, this plan is doing the same thing as San Diego did. Very sad. People love the quiet and peaceful way Flagstaff is. If it gets too crazy here as SD, we'll have to look into moving elsewhere to find the small town feeling that we fell in love here.</p> | 1 | 62.01% | beauty/character |
| 183 | Apr 05, 2025, 10:45 AM | <p>Most all of the large vacant land parcels are all zoned "estate residential" which provides a developer a "by right" development opportunity for large lot subdivisions. The city needs to engage in rezoning all of the vacant land to correspond to the regional plan, prior to a development application. This would reduce the entitlement process for a developer and allow a developer to bring "work force" housing to the market much sooner.</p> | 1 | 57.77% | housing; zoning |
| 182 | Apr 05, 2025, 10:26 AM | <p>The city doesn't currently meet its obligations to existing city residents and home owners. Poor code compliance will only get worse with increased density. This is all a sham</p> | 1 | 99.79% | density |



Flagstaff Regional Land Use Plan 2045 Update

Regional Plan Spring Retreat 2025

May 2, 2025



Retreat Agenda

- Welcome, Objectives, and Opening
- Group Introductions and Discussion
- Process Overview
- Work Session Pt. 1 – Plan Organization

Lunch Break

- Work Session Pt. 2 – Future Growth Illustration
- Work Session Pt. 3 - Trails
- Work Session Pt. 4 – Sense of Place
- Session Recap and Group Reflection
- Next Steps/Adjourn

Objectives, and Opening

What do we want to accomplish today?

- Feedback on priorities and related goals/emphasis
- Review the land use categories and their locations
- Resolve conflicting comments on Trails and Community Character

Retreat Objectives

- **Coconino County Board of Supervisors Vision Statement:** We are a strong **diverse** organization that respects our **environment** and **cultural heritage** ensuring a sustainable high **quality of life** for all.
- **City of Flagstaff Vision Statement:** The City of Flagstaff is a safe, **diverse**, vibrant, and innovative community with a unique character and **quality of life** for all. The City fosters and supports economic, **environmental**, educational, and **cultural** opportunities.

- **City of Flagstaff Regional Plan 2030:** The greater Flagstaff community embraces the region's extraordinary **cultural** and ecological setting on the Colorado Plateau through active stewardship of the **natural and built environments**.
- **Coconino County Comprehensive Plan:** Includes four categories that focus on community values, growth and development, conservation and environment quality, and community partnerships.



Southside Plan (2020), Bellemont Plan (2019), High Occupancy Housing Plan (2018), La Plaza Vieja Plan (2015)

Group Introductions + Discussion

Who is in the room?

- *Name, affiliation*
- *What are your expectations for this retreat?*
- *What do you think is most important for the Regional Plan to accomplish?*



Process Overview

Regional Plan Process Overview

One document, two jurisdictions

- Shared regional document, the only one in Arizona
- Needs to meet the implementation needs of both the jurisdictions
- Opportunity for the County's residents to weigh in on development within the City



THE PLANNING PYRAMID

Funding, rules, standards, and other mechanisms needed to put plans into action.

- » Budgets and funding mechanisms (revenue, grants, bonds)
- » Capital Improvement Programs

- » Engineering standards
- » Zoning ordinances

Building block guidance for targeted areas or services to solve current problems, and set goals and priorities to build their future.

- » Transportation plan
- » Housing plan
- » Carbon Neutrality plan

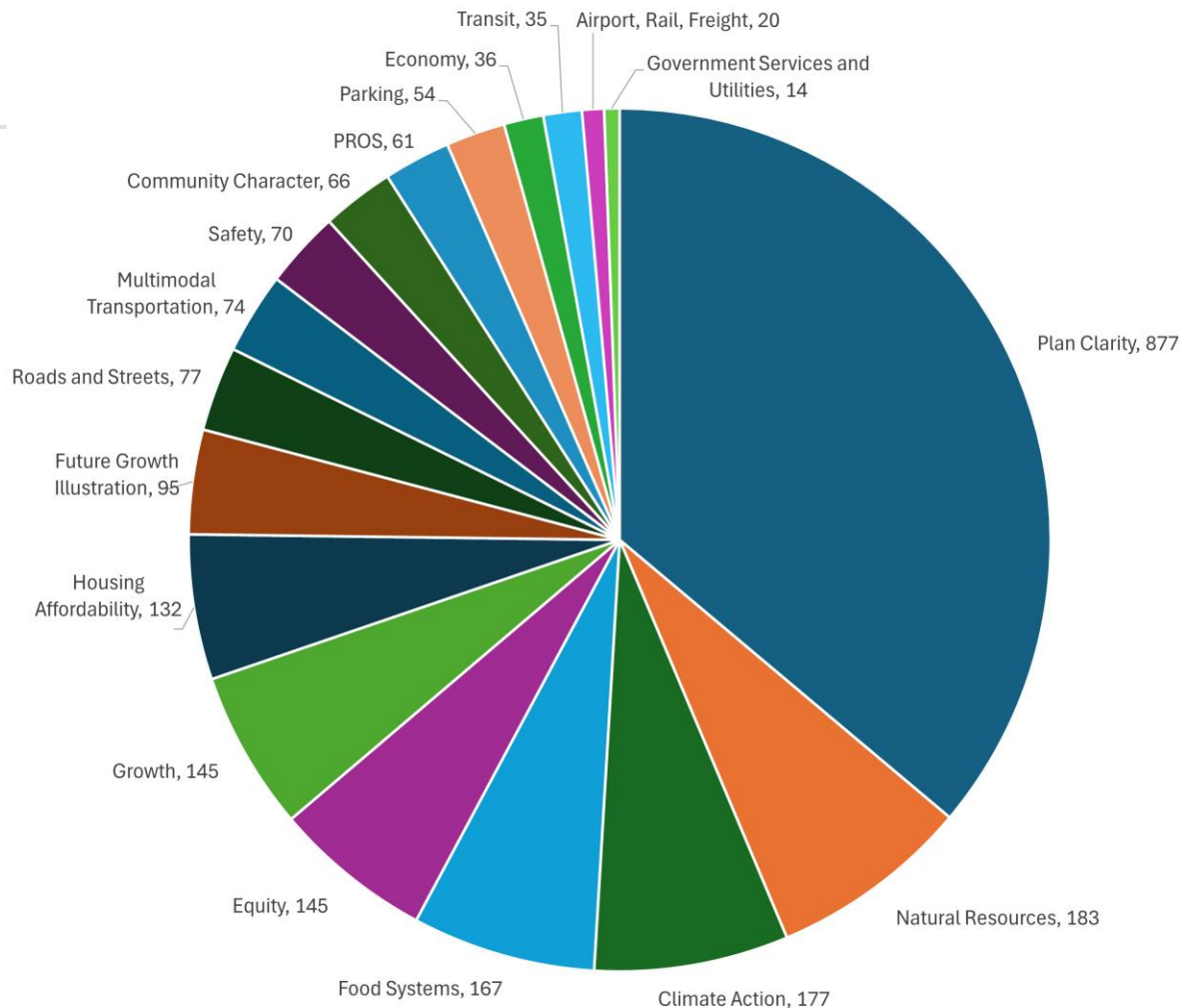
- » Area, Community, and Neighborhood plans
- » Parks and Recreation plan

Foundational guidance for longer-term preservation and basis for growth in the years to come.



60-day Public Review Comments

- October 20 – December 19, 2024
- 2,429 comments received 80% public and 20% staff and partners



60-day Public Review Comments

Today's work sessions relate to these comment themes:

- Future Growth Illustration (95 comments)
- Multimodal Transportation (74 comments)
- Community Character (66 comments)
- Plan reorganization, goals, and priorities relate to multiple top themes, including Plan Clarity (877), Climate Action (177), and Housing Affordability (132).

Questions?

Break – Return at 10:30

Work Session Pt. 1

Regional Plan Chapters

1. Introduction
2. How the Plan Works

Policy Section

3. **Goals and Policies**
4. **Growth and Land Use**

Implementation Section

5. Social and Economic Systems

6. Transportation
7. Resource Stewardship and Resilience
8. Parks, Recreation, and Open Space
9. Water Resource Management
10. Energy and Climate Action
11. Infrastructure and Public Safety

State requirements

- 1) *Shall be consistent with and conform to the adopted general plan...*
- 2) *....Conforms with the land use element of the general plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the land use element*
- 3) *In the case of uncertainty be construed in a manner that will further the implementation of, and not be contrary to, the goals, policies and applicable elements.*

County Process Overview

Findings of fact, for example ...*[t]hat the proposed Conditional Use is consistent with and conforms to the goals, objectives, and policies of the Comprehensive Plan or Area Plan for the area*, are applied to discretionary land use decisions for:

- Conditional Use Permits
- Subdivisions
- Rezoning

City Process Overview

Finding language for “...consistent with and conforms to the goals of the General Plan and any applicable specific plans” and in some cases “add to the public good as described in the General Plan”

- Zoning Map Amendments
- Zoning Text Amendments
- Annexations

Process as defined by the Plan

- *Must define categories for major and minor plan amendments (administrative categories are optional)*
- *Provide a general sense of how different components of the plan may be used*
- *May be silent on unique aspects of the process in the City and County.*
- *City and County Code may be updated separately to better implement a new plan and support its implementation.*



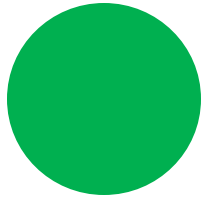
Questions?

Elimination of Implementation Guideline Category

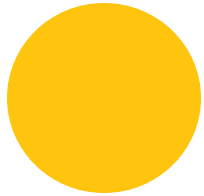
- Category was removed based on public comment and staff feedback.
- Guidelines that duplicated a goal, policy, or action item were deleted.
- Other Implementation Guidelines became Goals or Policies, Action Items, Best Practices, Land Use Category Guidelines



Feedback on Eliminating Implementation Guideline Category



No Issues



I have questions or concerns



I can't live with this

Priority Survey 2024: Top Priorities

Source: Regional Priorities Survey/Cascadia Partners

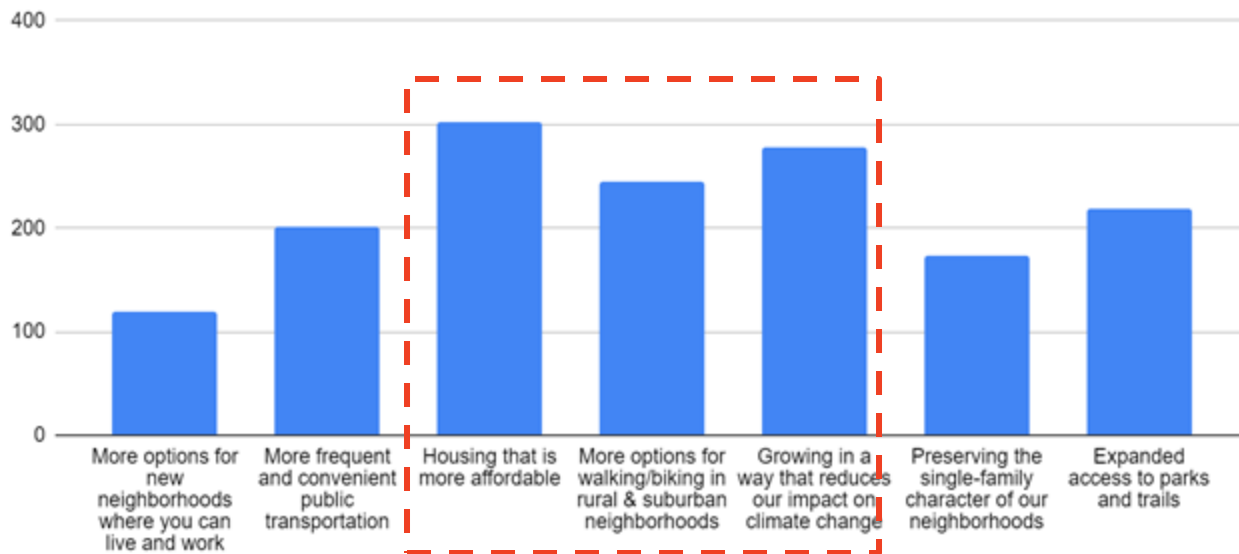
The Priority Survey also helped to guide the development of the Preferred Scenario.

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 2024: Housing

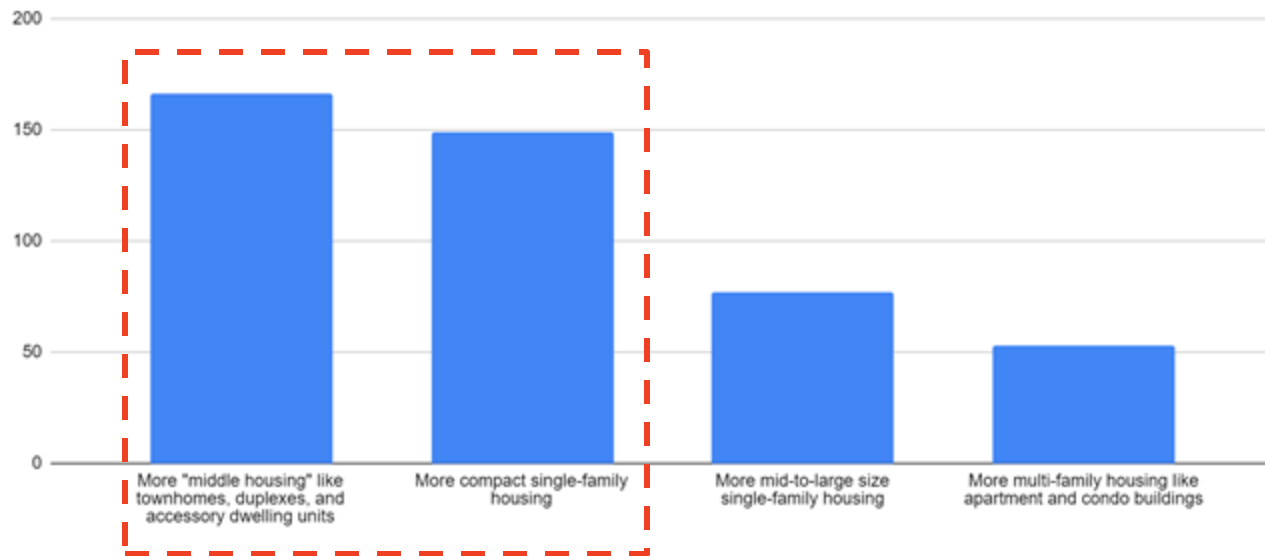
Source: Regional Priorities Survey/Cascadia Partners

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 2024: Transportation

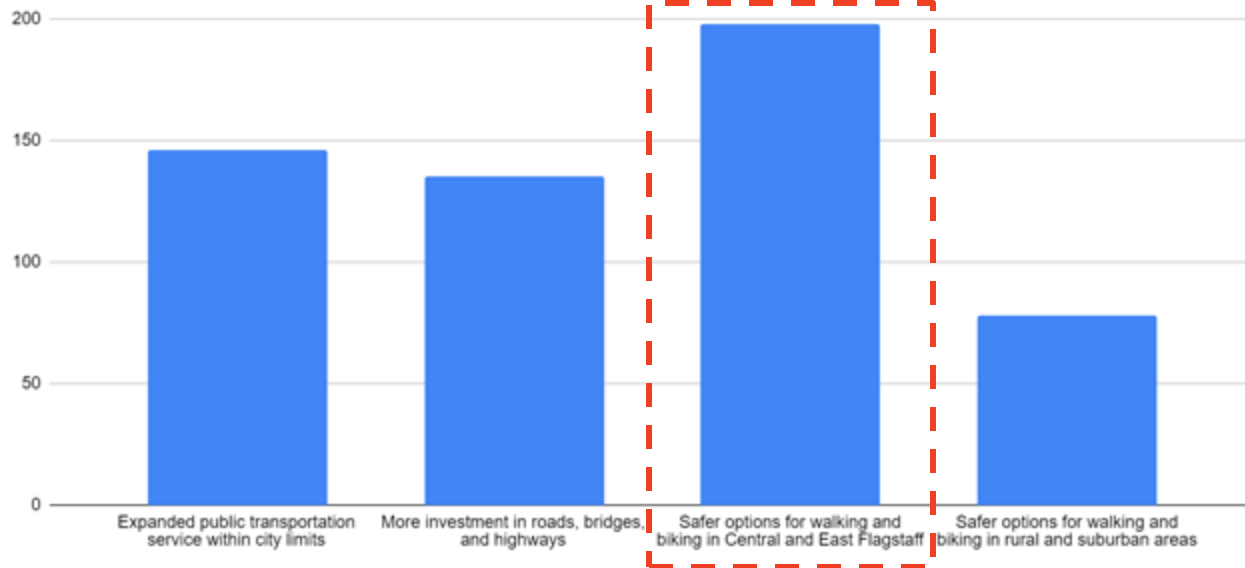
Source: Regional Priorities Survey/Cascadia Partners

Respondents overwhelmingly prioritized bicycle and pedestrian improvements in East Flagstaff.

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

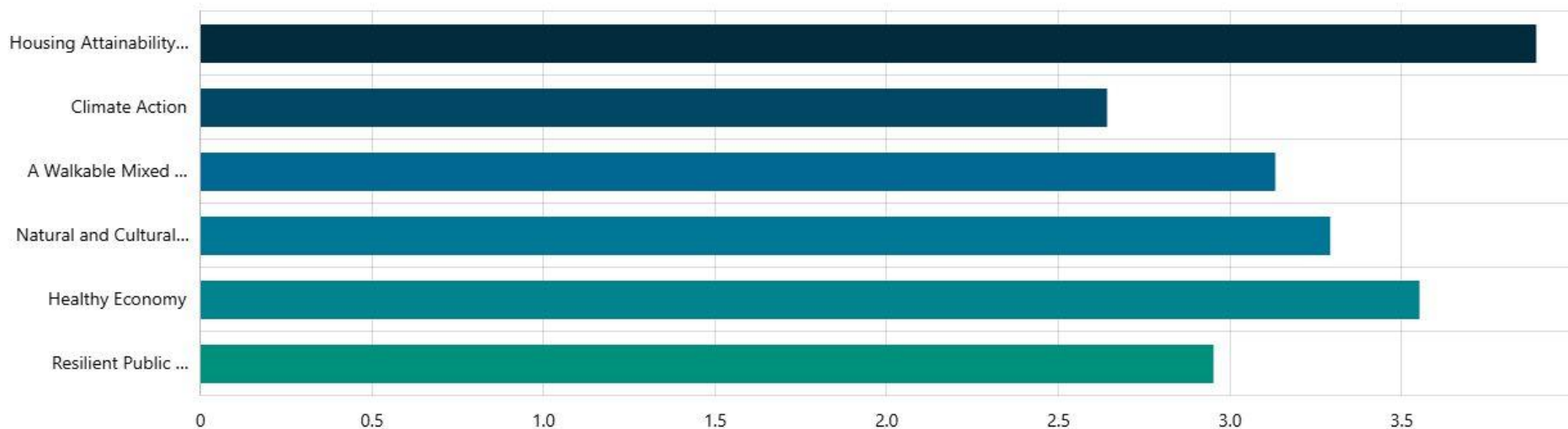
- *Orient growth around high priority ATMP projects in East Flagstaff.*
- *Focus compact growth around transit.*

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



2025 Spring Survey

If you had to rank these priorities, what would you put at the top?



THE UNIVERSE OF PRIORITIES



Our
North
Star

WE ARE GUIDED BY A STEADFAST COMMITMENT

to preserving our unique character, honoring our rich and diverse history, and safeguarding our precious natural and cultural resources. We will foster a resilient, healthy community and a vibrant, inclusive economy where everyone can thrive.

**Housing
attainability
and equity**

**Climate
action**

**CORE
PRIORITIES**

**COMPLEMENTARY
PRIORITIES**

**A walkable
MIXED-USE community**

**NATURAL and
CULTURAL resources**

**A healthy
ECONOMY**

**Resilient public SERVICES
and FACILITIES**



CORE PRIORITY: HOUSING ATTAINABILITY AND EQUITY

HOUSING ATTAINABILITY AND EQUITY - GOALS

Housing Attainability (HA)

Goal HA – The Region increases the supply of secure, accessible, and attainable housing for all existing and future residents and provides for affordable housing in every neighborhood.

Neighborhoods and Equity (NE)

Goal NE – The Region fosters the development and revitalization of sustainable, inclusive neighborhoods that prioritize both accessibility and diversity of people and housing.

Cost of Development (CD)

Goal CD – The City and County diversify the financial strategies to provide for needed infrastructure development and housing production, including maintenance and enhancement of existing infrastructure.

Parking (PK) - City Only

Goal PK – The City manages 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.

Feedback on
Priorities and
Goals:

1. Can you live with these priorities and goals?
2. Does the organization of the goals make sense?

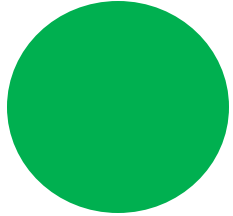
Public Participation

Goals and Priorities Dot Activity

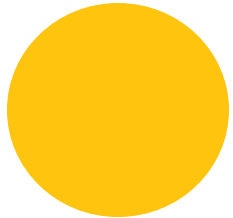
For this part of the session, participants are individually recording their feedback. We'll be back shortly for a facilitated discussion. Thank you for your patience.

Priorities & Strategies

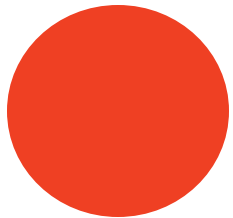
Dot Activity



No Issues



I have questions or concerns



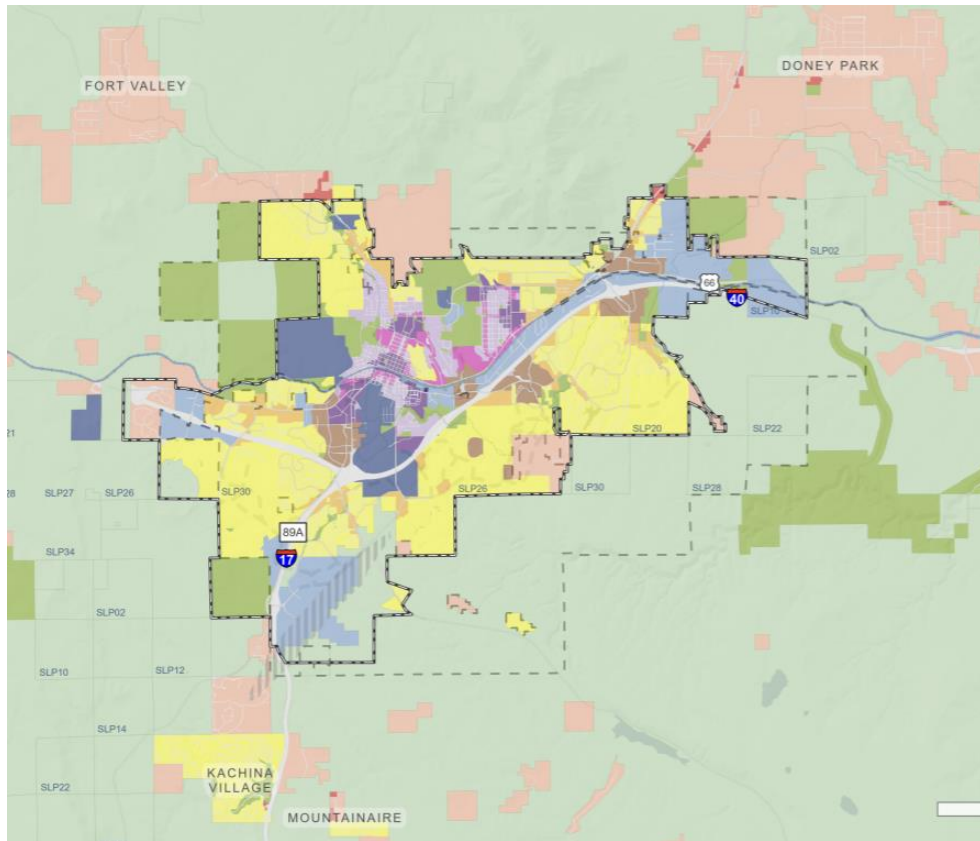
I can't live with this

Lunch – Return at 12:40

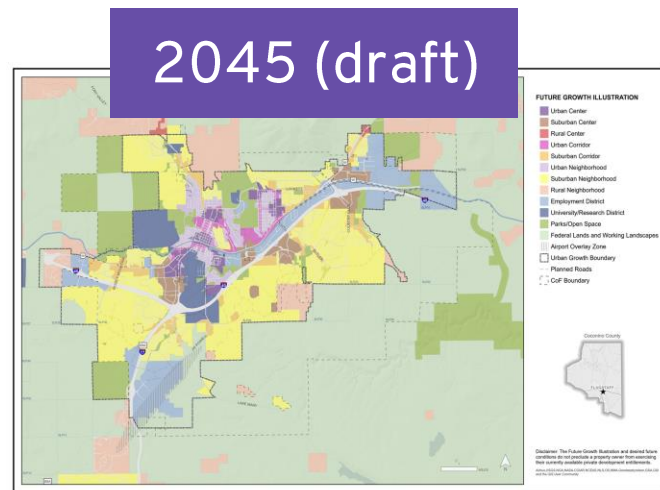
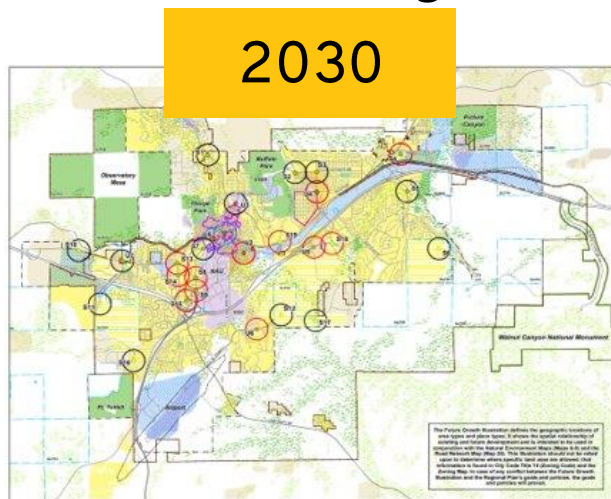
Work Session Pt. 2

What is the Future Growth Illustration?

- Preferred land use and development outcomes for 2045
- Basis for findings of conformance
- Informs public investment decision-making

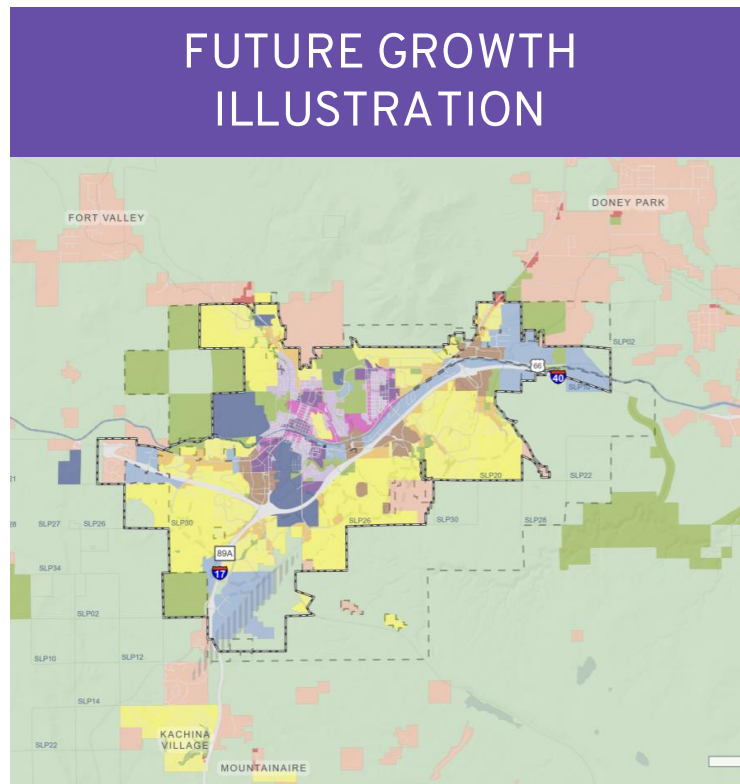


How Does it Differ from the 2030 Regional Plan?



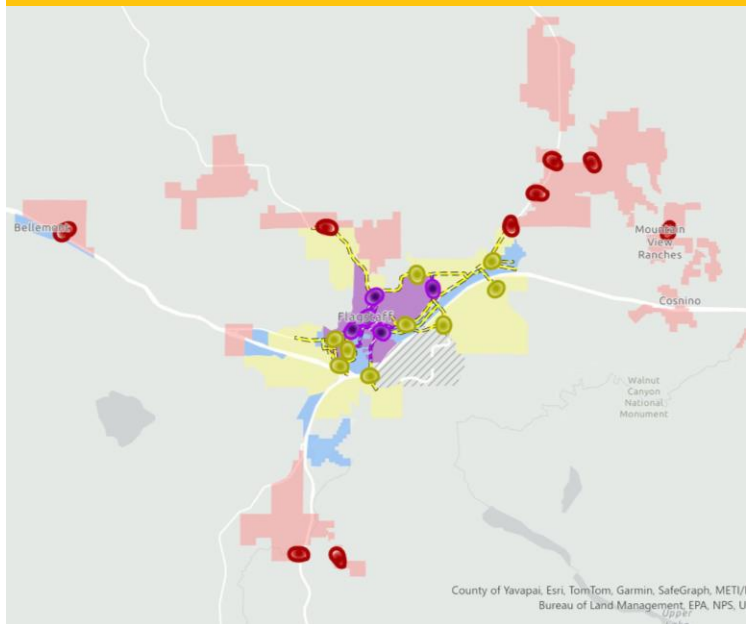
| | | |
|----------------------------------|-----------------|---------------|
| Parcel-Specific | No | Yes |
| Generalized Activity Centers | Yes | No |
| Land Use Categories per property | Multiple | Single |
| Clear Hierarchy | No | Yes |
| Clear Connection to Code | No | Yes |

How Was it Created?

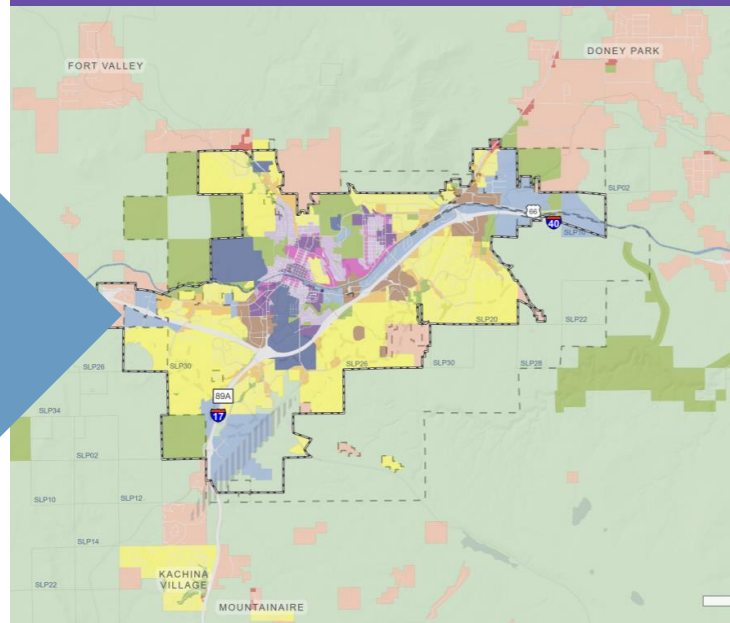


From Growth Concept to Growth Illustration

REGIONAL PLAN GROWTH CONCEPT



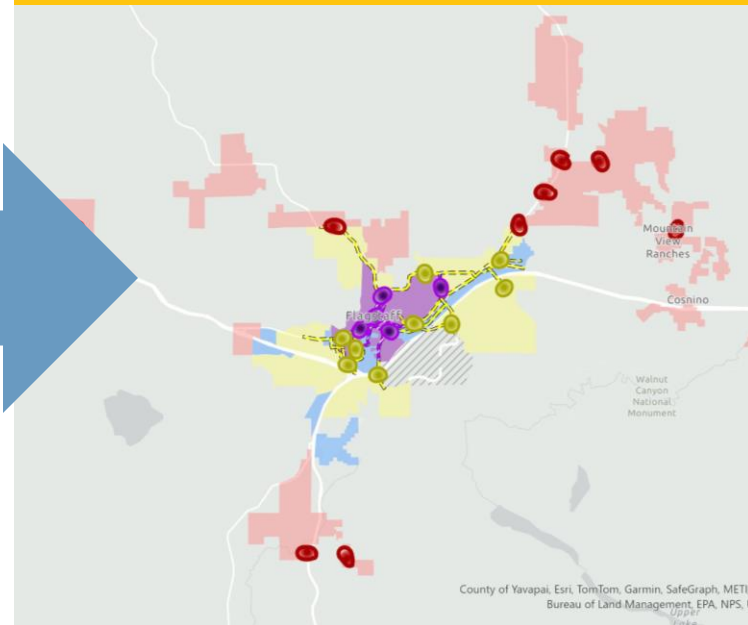
FUTURE GROWTH ILLUSTRATION



Scenario Planning Informed the Growth Concept



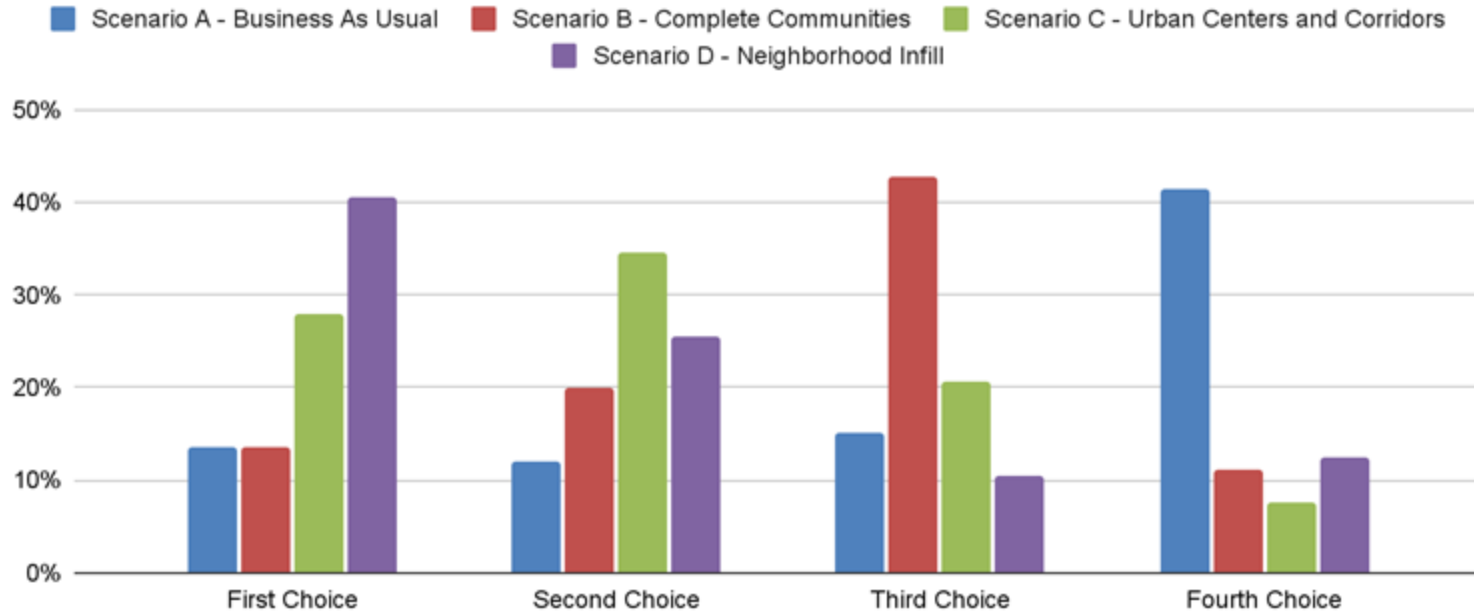
REGIONAL PLAN GROWTH CONCEPT



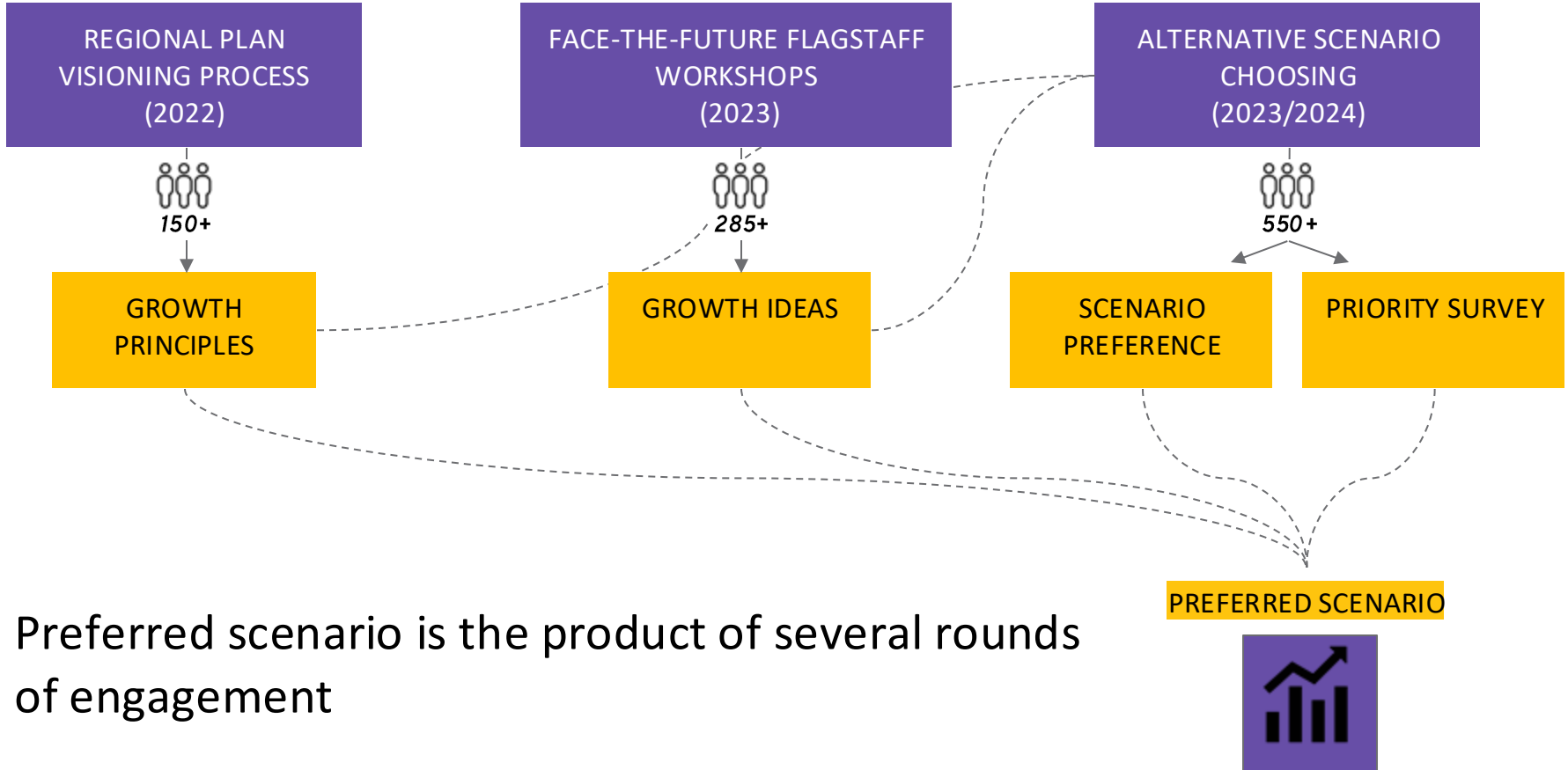
Scenario Choosing Survey

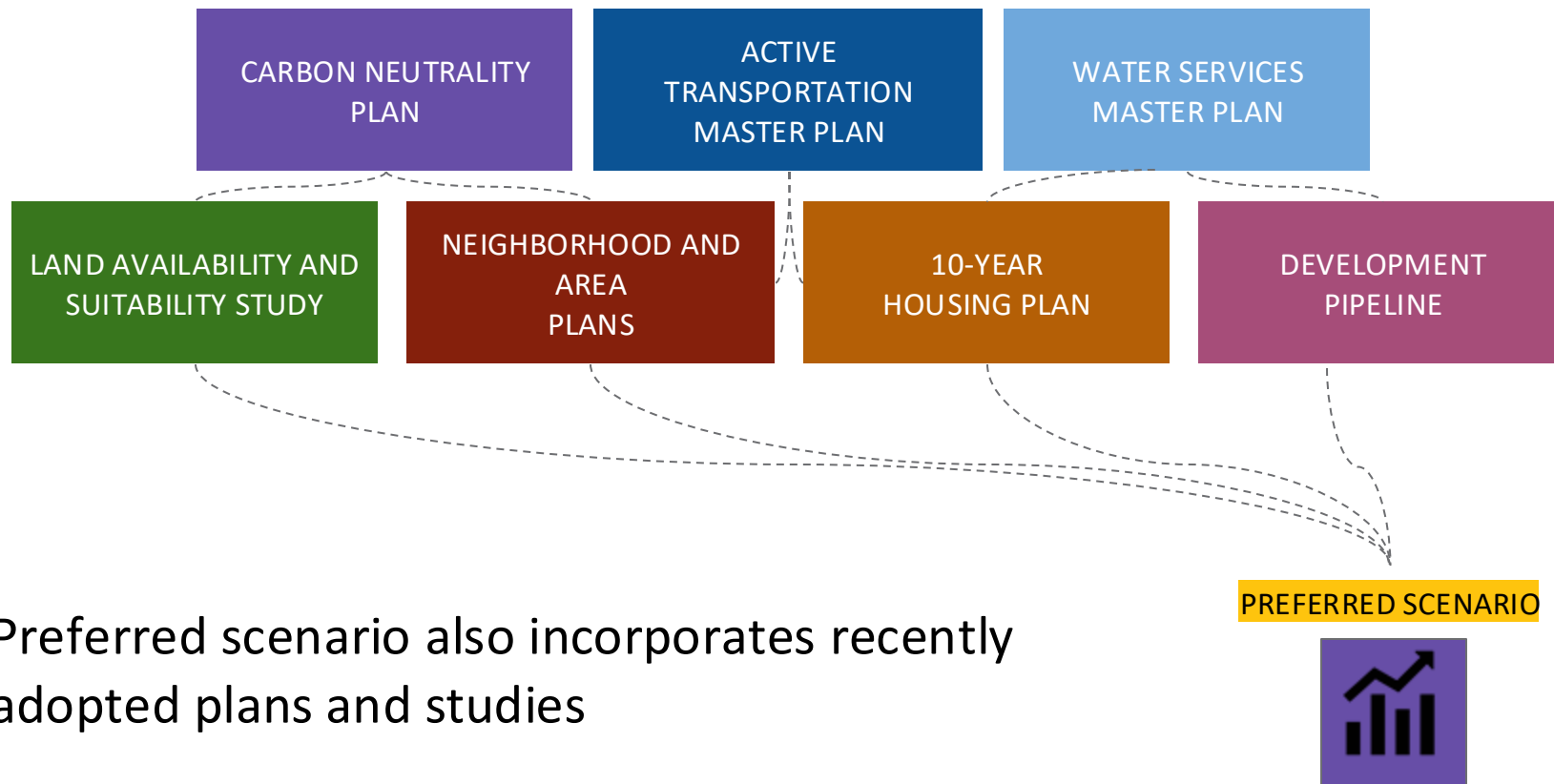
Source: Cascadia Partners / Scenario Preference Questionnaire

Scenario Choice

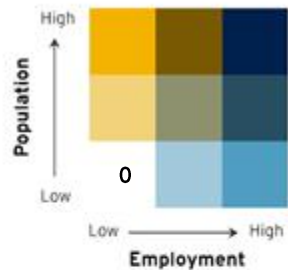


- Scenarios C and D were favored
- Preferred scenario weights and combines all four scenarios





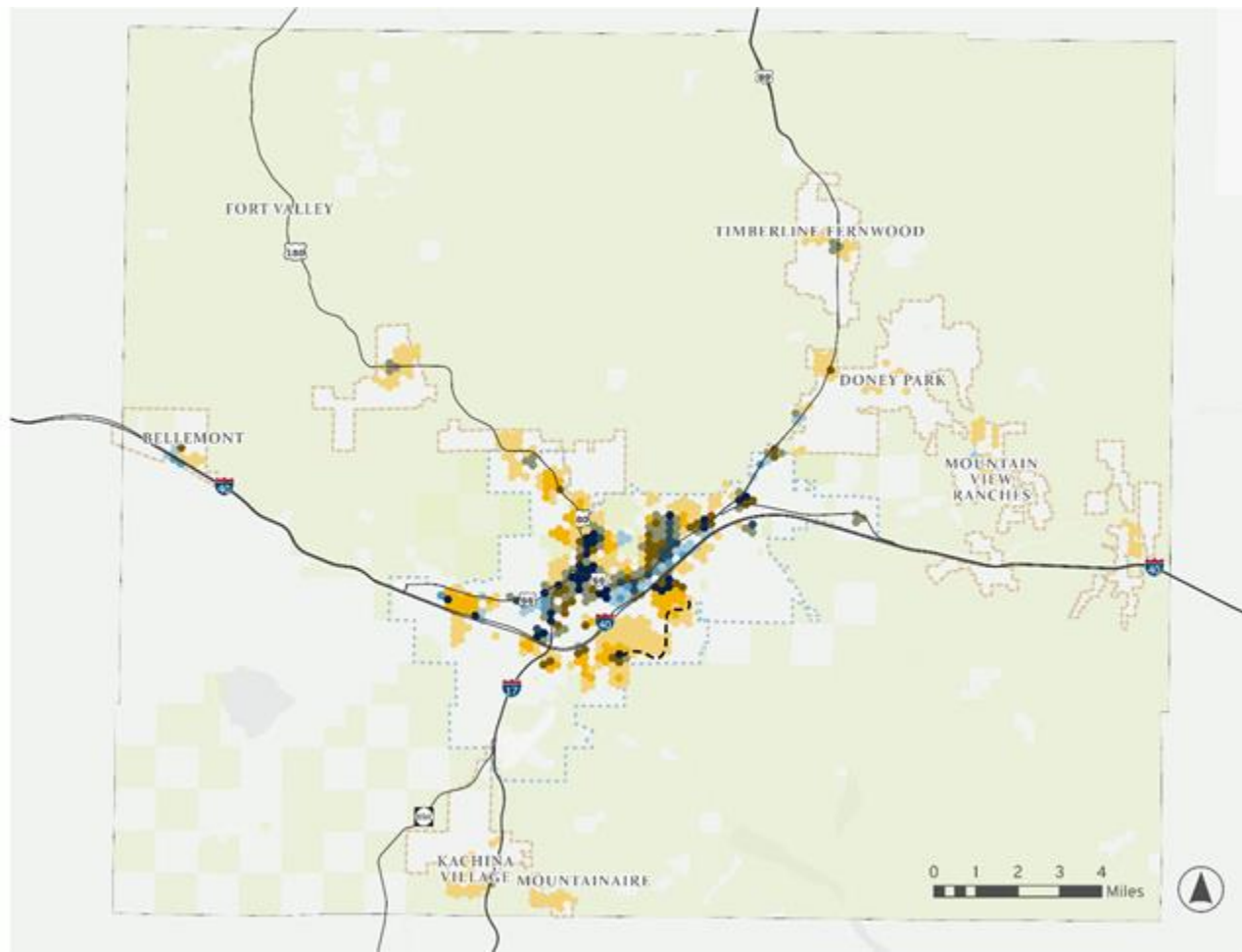
Scenario E: Preferred Scenario



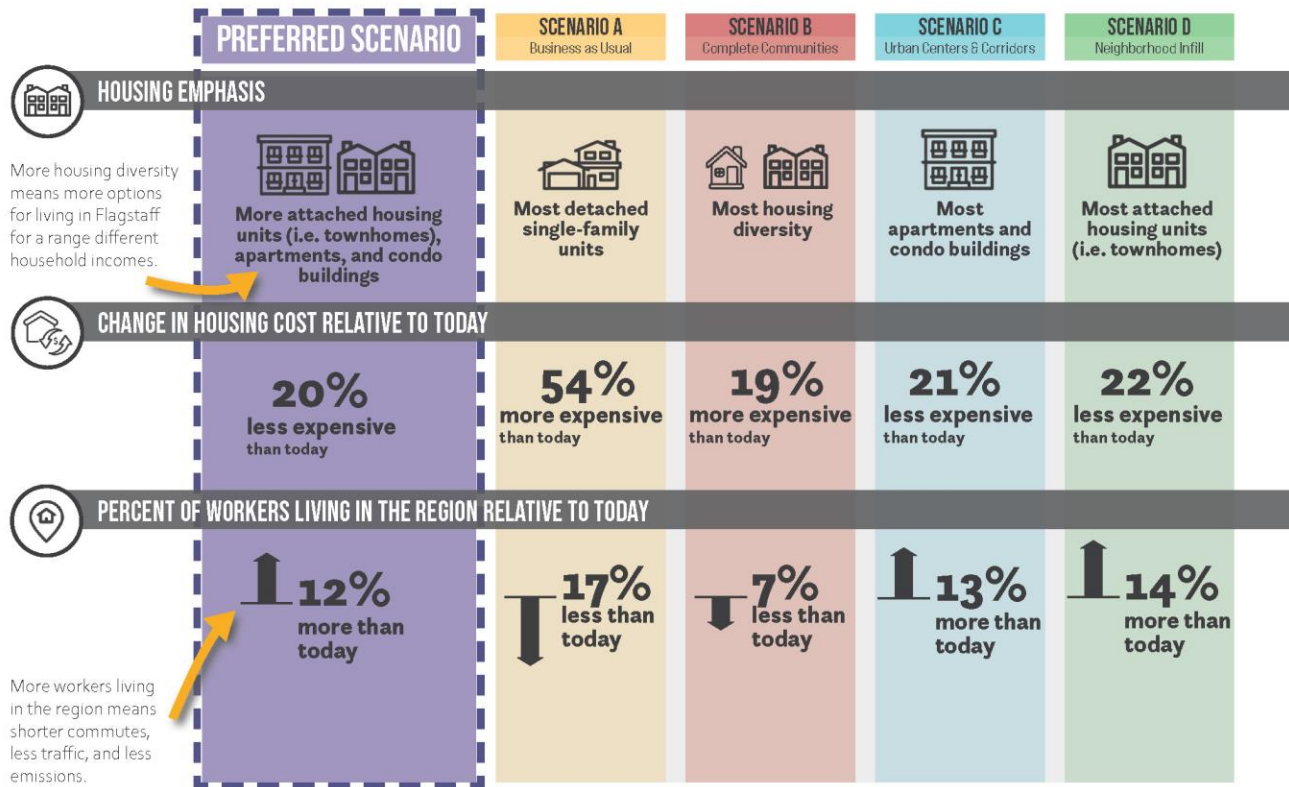
Population: 0/40/400

Employment: 0/60/650

- Major Roads
- - - JWP Future Alignment
- Urban Growth Boundary
- Rural Growth Boundary
- Open Space



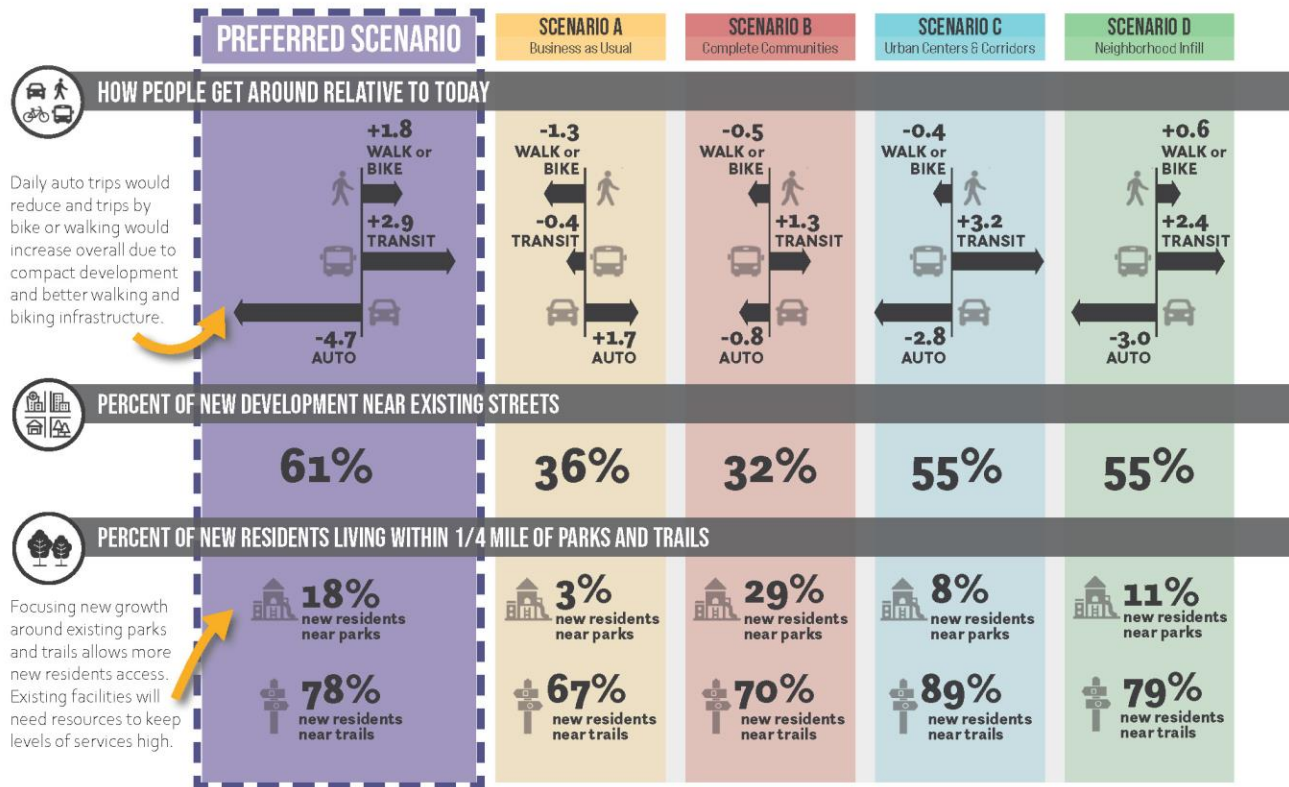
COMPARE SCENARIO PERFORMANCE LIVABILITY & AFFORDABILITY



The Preferred Scenario creates opportunities for lower cost housing

COMPARE SCENARIO PERFORMANCE

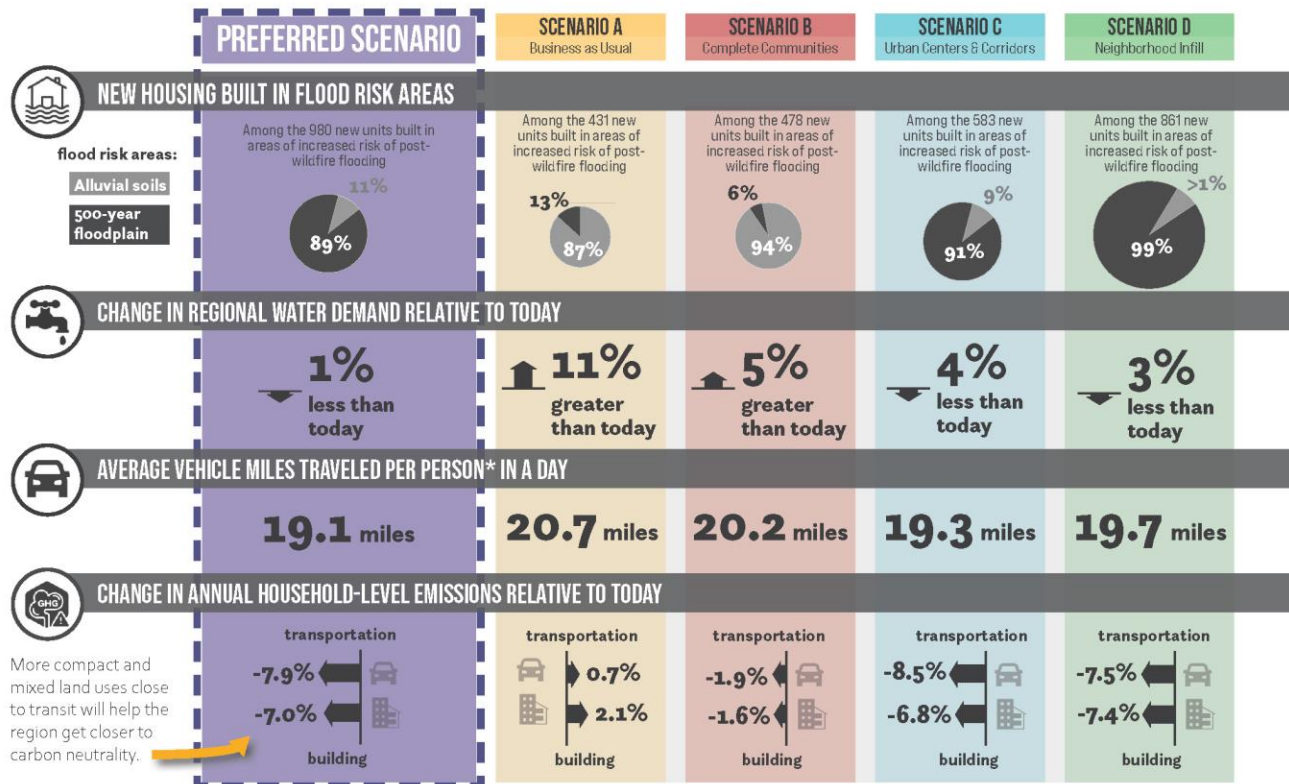
TRANSPORTATION+INFRASTRUCTURE



The Preferred Scenario makes better use of existing infrastructure

COMPARE SCENARIO PERFORMANCE

CLIMATE CHANGE RESILIENCE



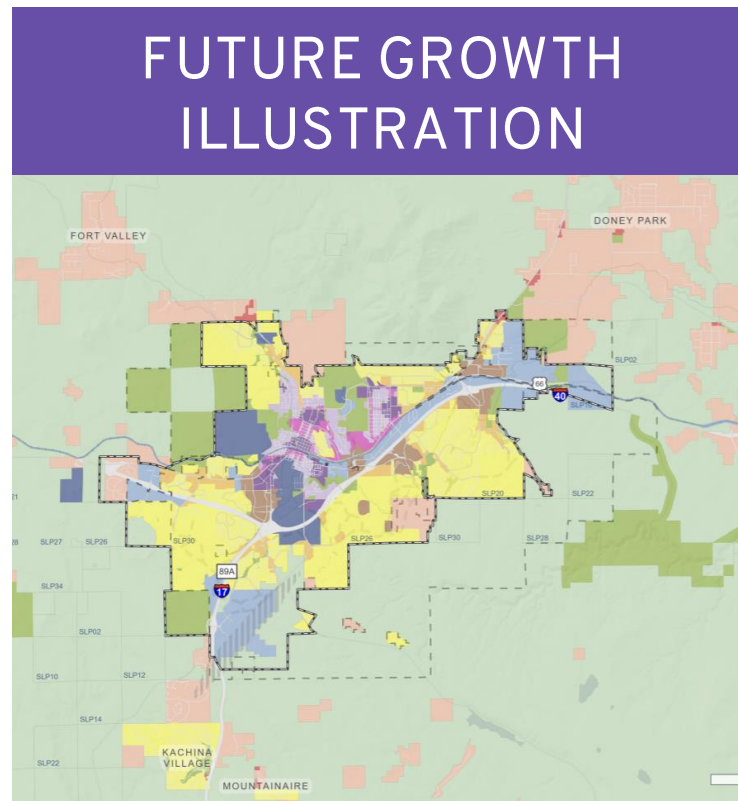
*Average vehicle miles traveled (VMT) per person is calculated as VMT per service population

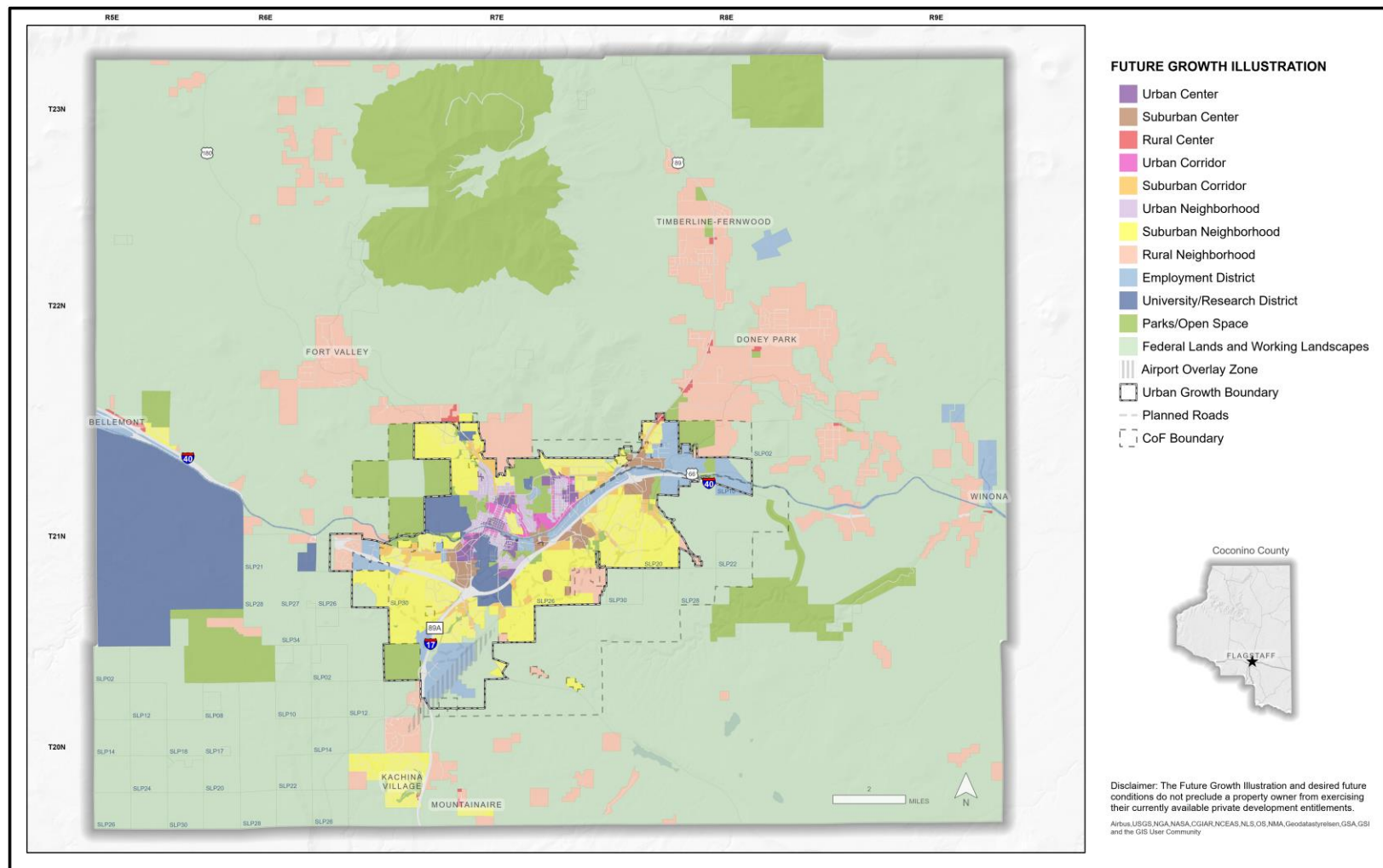
The Preferred Scenario gets the region closer to its climate goals

Why is the Preferred Scenario good for the region?

- ✓ Creates more opportunities for housing that is attainable for the region's workforce
- ✓ Helps get us closer to carbon neutrality/sustainability 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

Which brings us back to....staff and legal review





Land Use
Categories –
Building
Blocks

Center

- Urban
- Suburban
- Rural

District

- Urban or Suburban Corridors
- Employment
- University/Research

Landscape

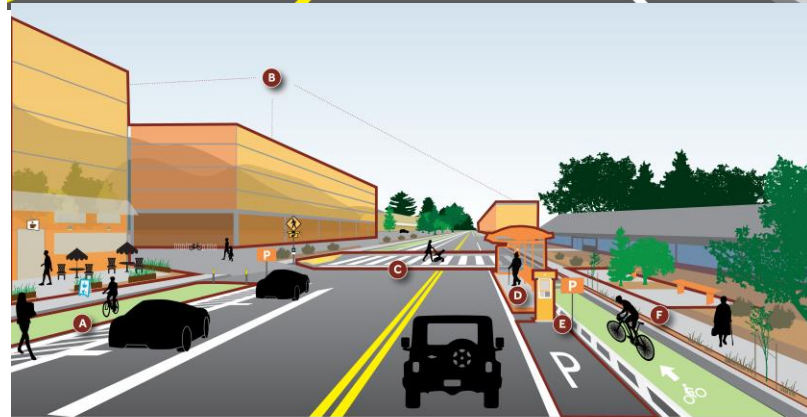
- Parks and Open Space
- Federal Lands and Working Landscapes

Neighborhood

- Urban
- Suburban
- Rural
- Neighborhood Commercial

Urban Center

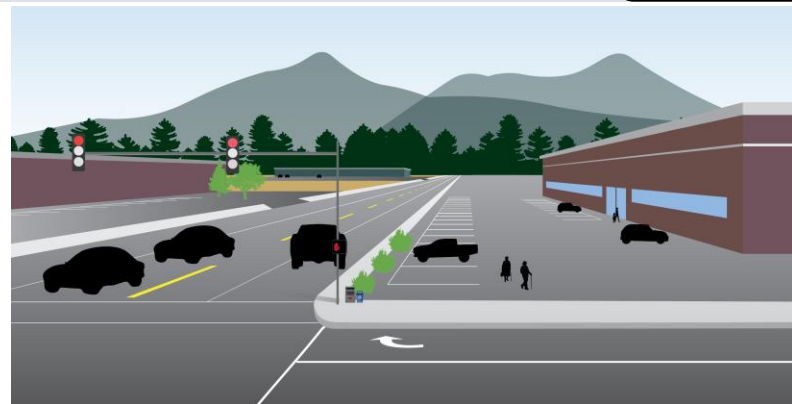
Mixed use emphasis, 50+ du/ac



- A Improved bicycle infrastructure
- B Mixed use buildings or midrise apartments
- C Enhanced pedestrian crossings
- D Transit options
- E On street parking with pedestrian safety buffer
- F Improved landscaping and street furniture

Suburban Center

Mixed use emphasis, 29+ du/ac



- A Transit options
- B Mixed use buildings or midrise apartments
- C Enhanced pedestrian crossings
- D Improved bicycle infrastructure
- E Plaza/civic space
- F Incremental infill
- G On street parking
- H Landscape buffer

Rural Center

Commercial emphasis, mixed-use & multifamily where appropriate, 7+ du/ac



- | | | | |
|---------------------------------------|-----------------------------|--|---------------------------------|
| A Park and ride opportunity | C Public transit | E Sidewalk and bike lane improvements | G Active temporary uses |
| B Enhanced pedestrian crossing | D Incremental infill | F Trail connections | H Support of agriculture |

Center

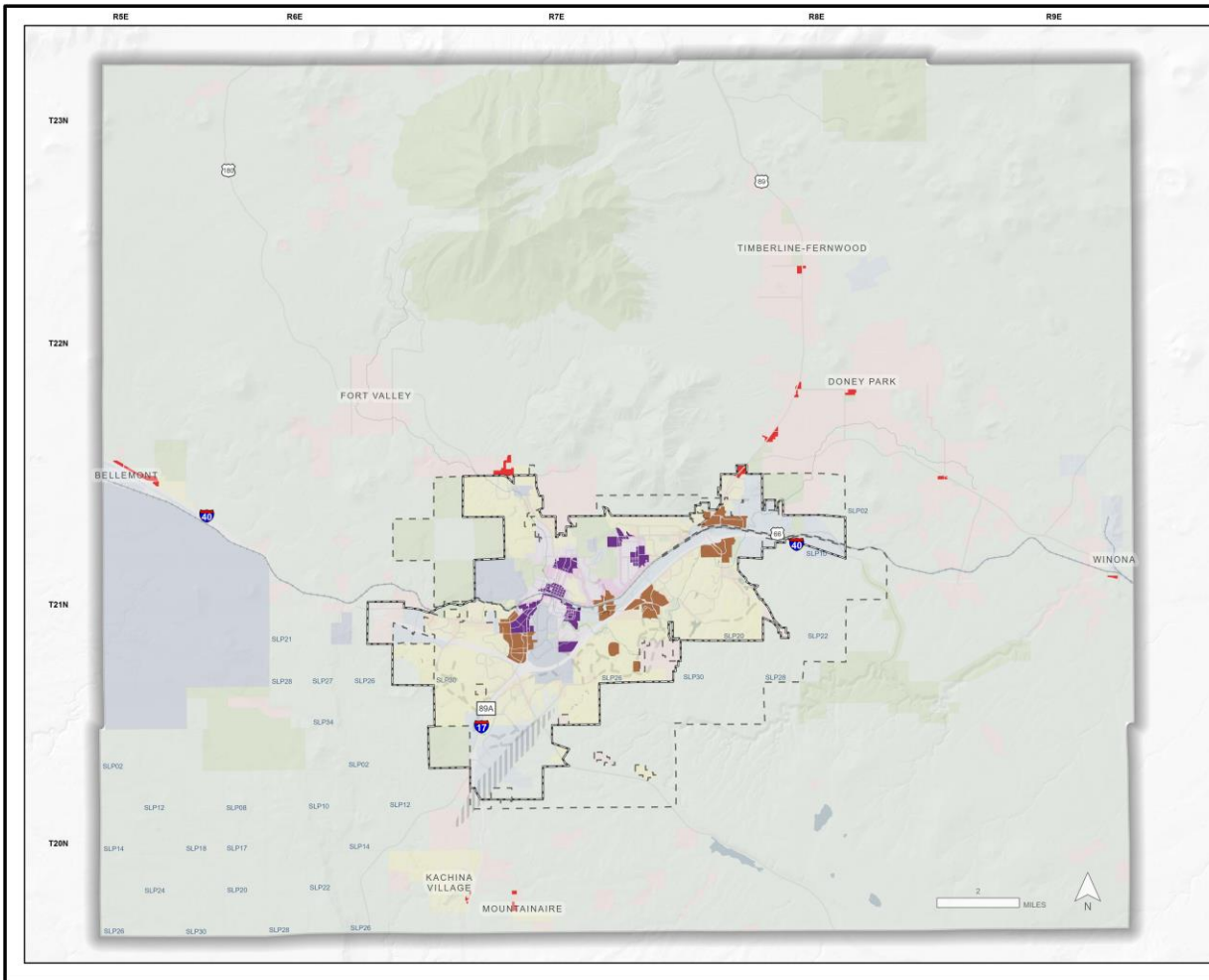
FUTURE GROWTH ILLUSTRATION

- Urban Center
- Suburban Center
- Rural Center
- Airport Overlay Zone
- Urban Growth Boundary
- Planned Roads
- CoF Boundary

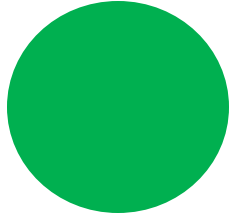


Disclaimer: The Future Growth Illustration and desired future conditions do not preclude a property owner from exercising their currently available private development entitlements.

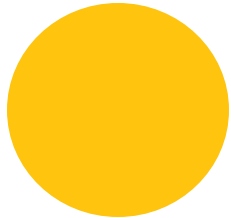
Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodastyleisen, GSA, GSI and the GIS User Community



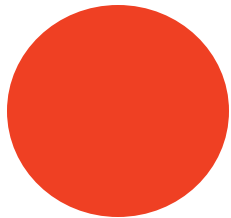
Land Use Category Feedback Activity



No Issues



I have questions or concerns



I can't live with this

Urban and Suburban Corridors

Commercial and mixed-use emphasis along arterials and collectors, 29+ duac



Employment District

For industrial uses, office parks, and mixed-use business parks. Allows limited residential and commercial that complement the employment uses



University and Research District

Master planned areas for defense, industrial, research and development, and education



District

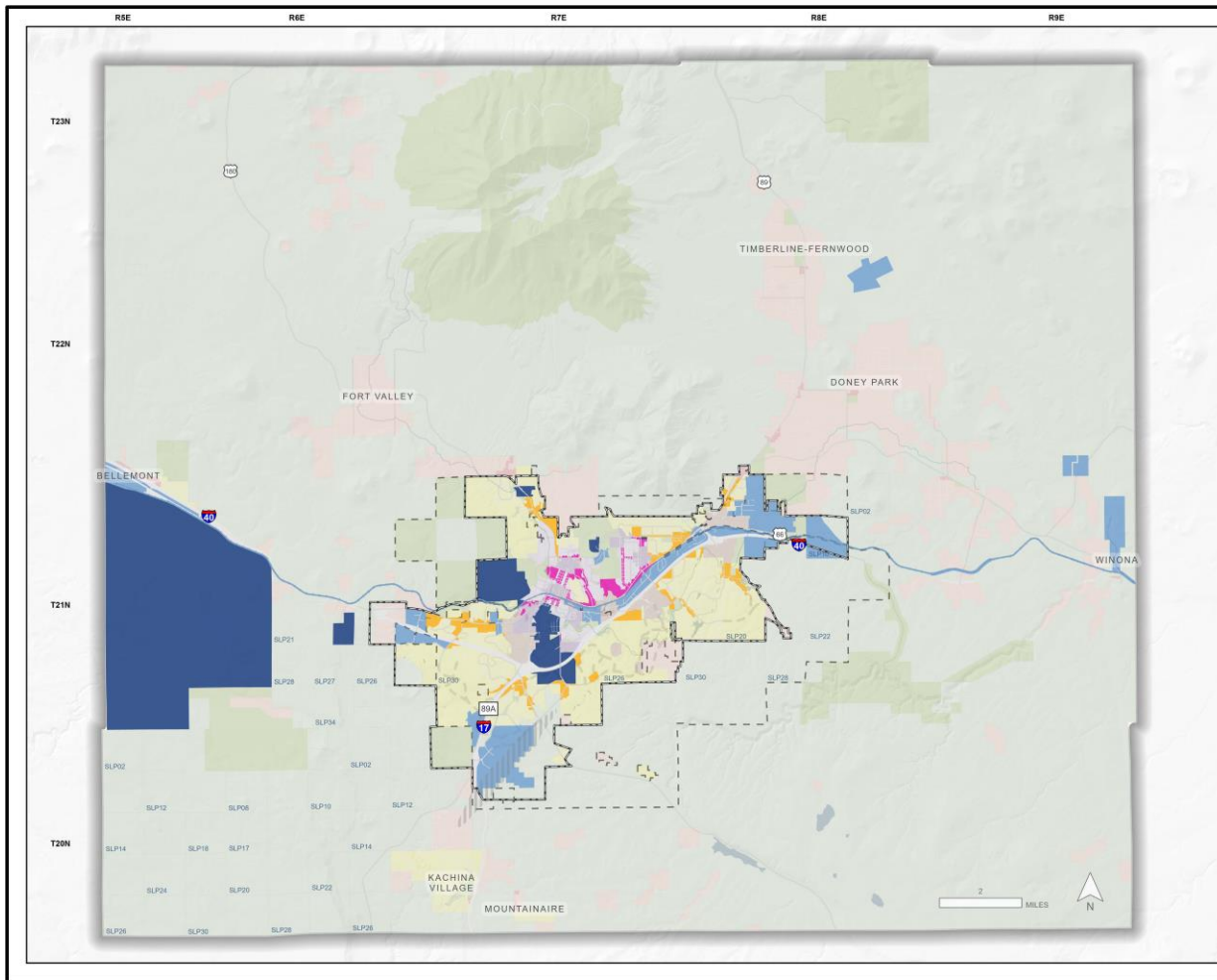
FUTURE GROWTH ILLUSTRATION

- Urban Corridor
- Suburban Corridor
- Employment District
- University/Research District
- Airport Overlay Zone
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- Planned Roads
- CoF Boundary



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Airbus, USGS, NASA, NOAA, NCEAS, NLS, OS, NMA, Geodatas, Nielsen, GSA, GSI and the GIS User Community



Parks and Open Space

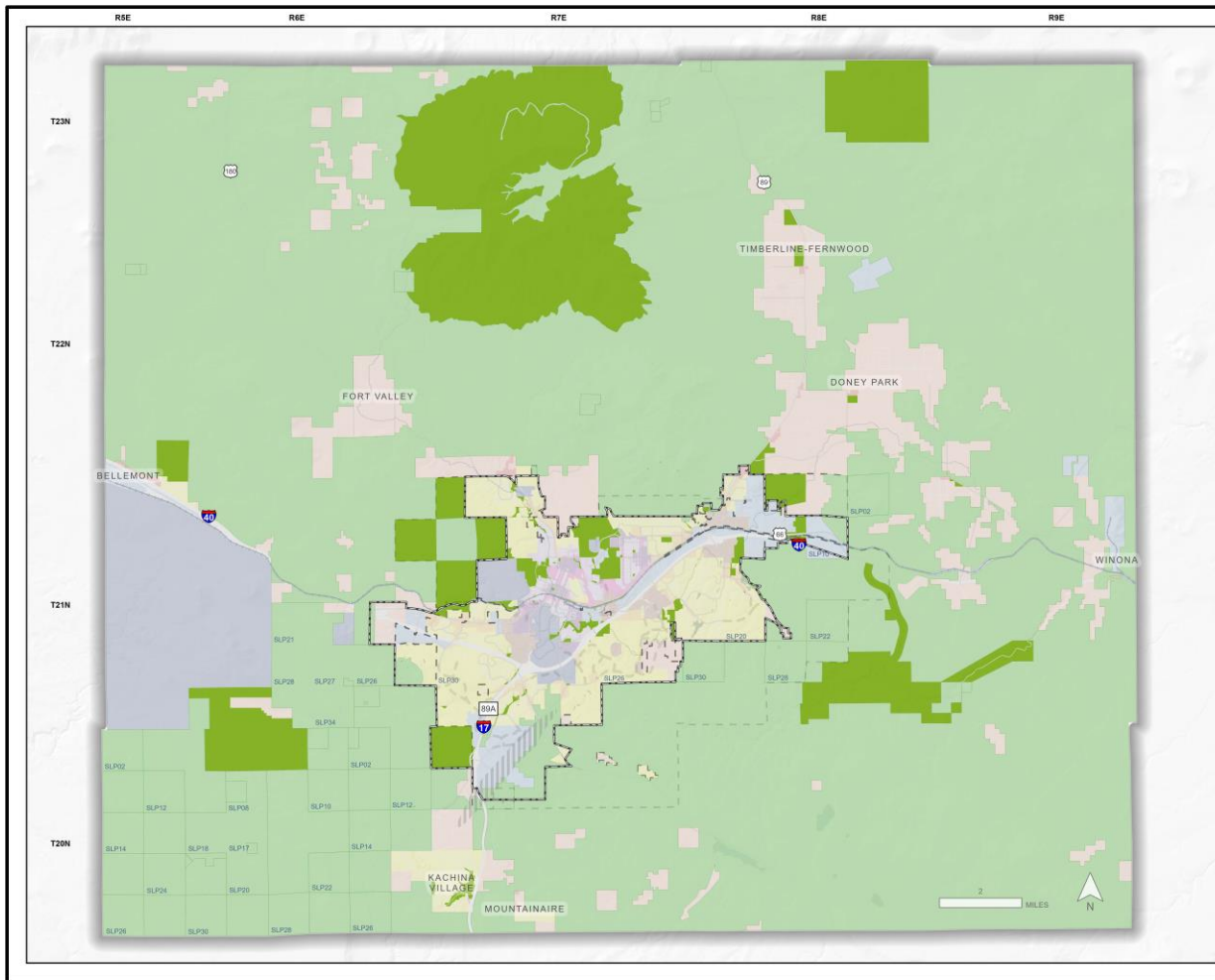
For parks, open spaces, recreational and cultural facilities, and event spaces.

Subject to overall guidelines and City or County Master Plans.

Federal Lands and Working Landscapes

Managed by a federal agency for natural and cultural resources, or private inholdings within these lands have compatible uses. Mostly holds to existing entitlements





FUTURE GROWTH ILLUSTRATION

- Parks/Open Space
- Federal Lands and Working Landscapes
- Airport Overlay Zone
- Urban Growth Boundary
- Planned Roads
- CoF Boundary

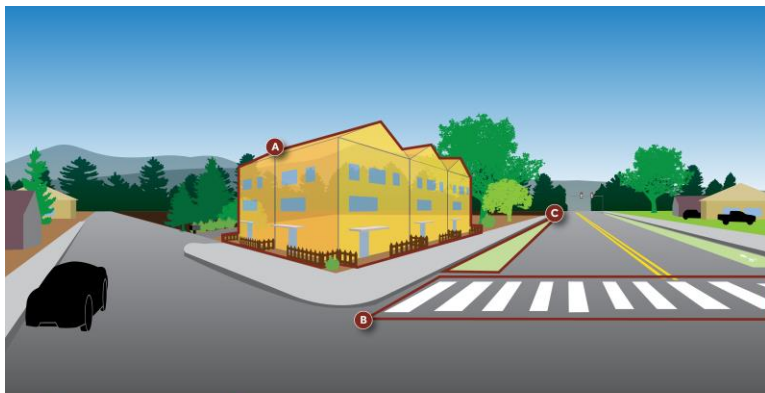
Landscape



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Airbus, USGS, NOAA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodata, Nielsen, GSA, GSI and the GIS User Community

Neighborhoods and Neighborhood Commercial



A Multifamily housing options

B Sidewalks

C Bike lanes



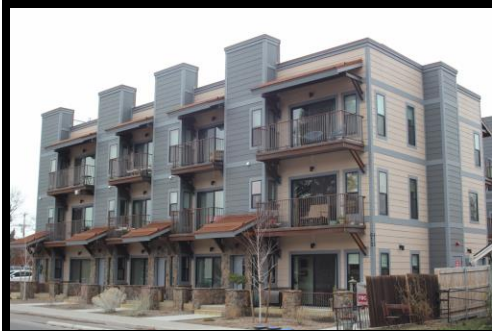
A Traffic calming and rainwater catchment landscaping

B Active temporary uses

C Neighborhood serving retail

Urban Neighborhood

Missing middle housing emphasis, 20+ duac



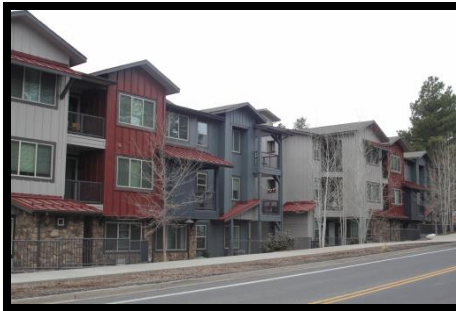
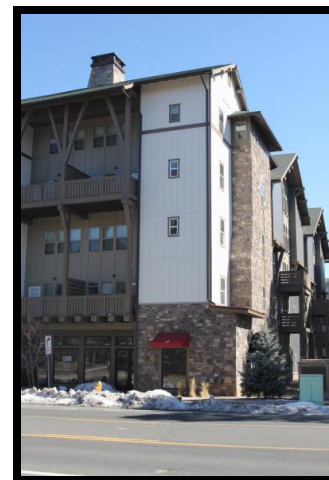
20 – 26 duac



38 – 51 duac

Suburban Neighborhood

Diverse housing encouraging denser neighborhoods
2-14 duac outside the UGB / 5-40 duac in the UGB



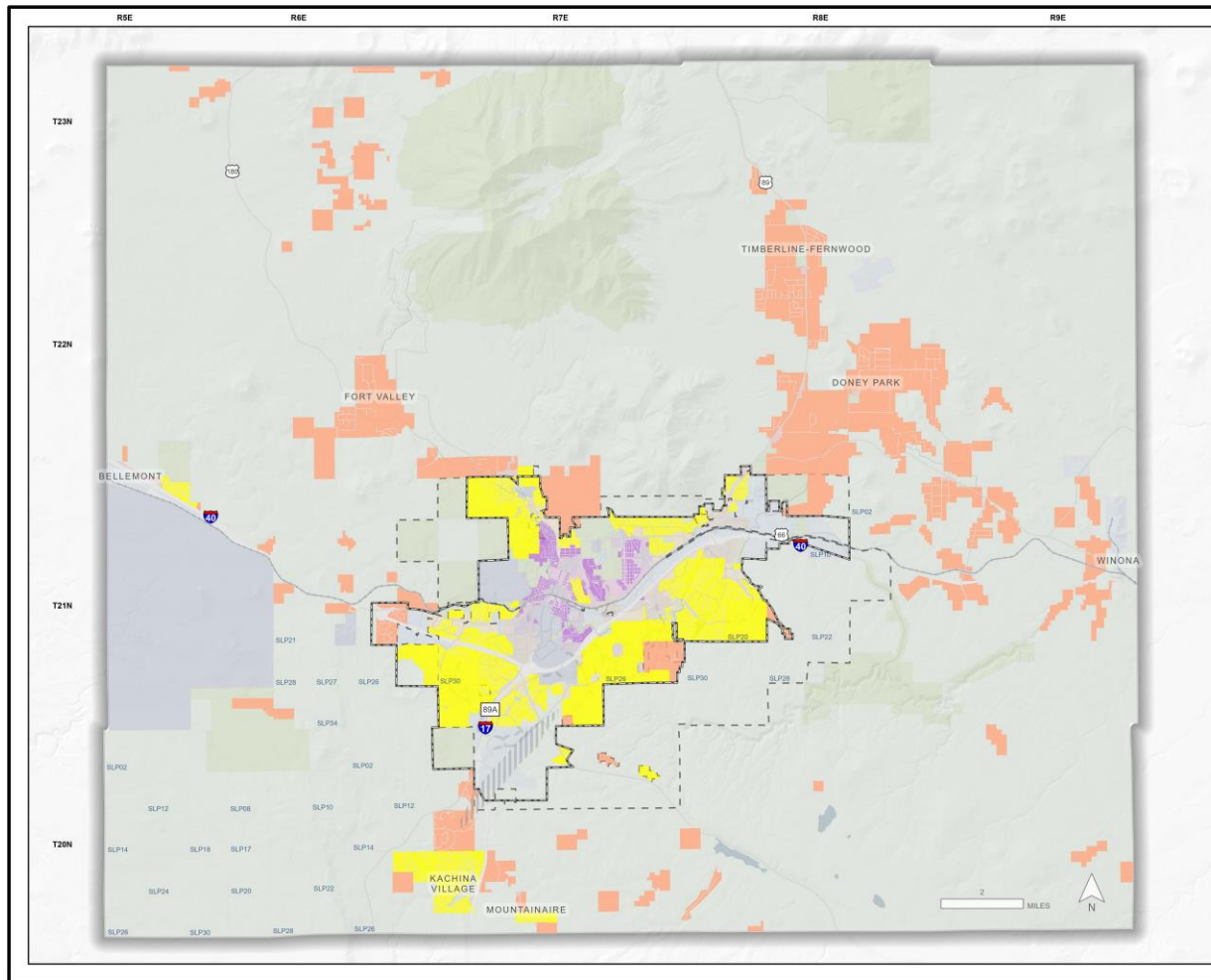
6-14 duac

20 – 39 duac

Rural Neighborhood

Low density residential emphasis, 0-4 du/ac





FUTURE GROWTH ILLUSTRATION

- Urban Neighborhood
- Suburban Neighborhood
- Rural Neighborhood
- Airport Overlay Zone
- Urban Growth Boundary
- Planned Roads
- CoF Boundary

Neighborhood



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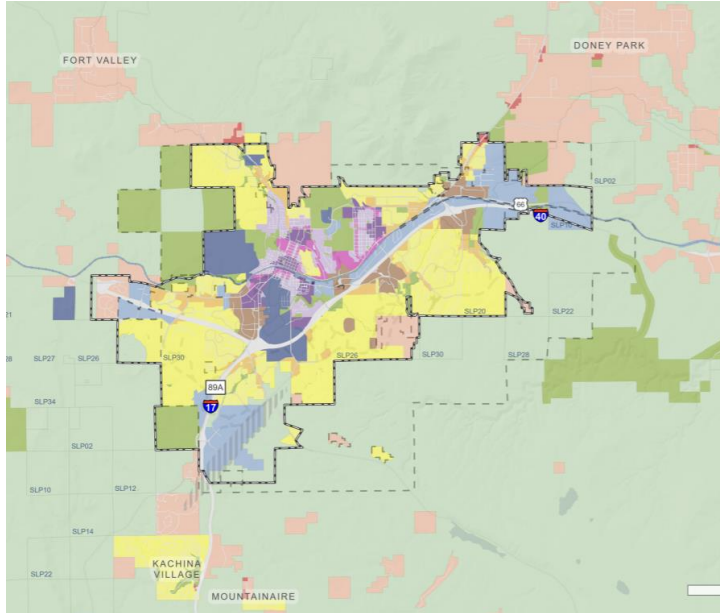
Airbus, USGS, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatasystem, GSA, GSI and the GIS User Community

Public Participation

Map Activity

For this part of the session, participants are individually recording their feedback. We'll be back shortly for a facilitated discussion. Thank you for your patience.

Let's explore the map!



- *Take time to read the legend and navigate around the FGI map.*
- *What do you think of how the land use categories are placed? Is there anything you would change?*
- *Are the ranges of density and guidelines appropriate or do they need to be changed?*
- *Use a pen or sticky notes to make comments on the maps.*

Group Report Back

Work Session Pt. 3

Trail Maps

- City General Plans are required to show the general location and extent of existing and proposed bicycle routes.
- Since 2001, the Regional Plan has included existing and planned trails throughout the Region, including Flagstaff Urban Trail System trails on all relevant properties.



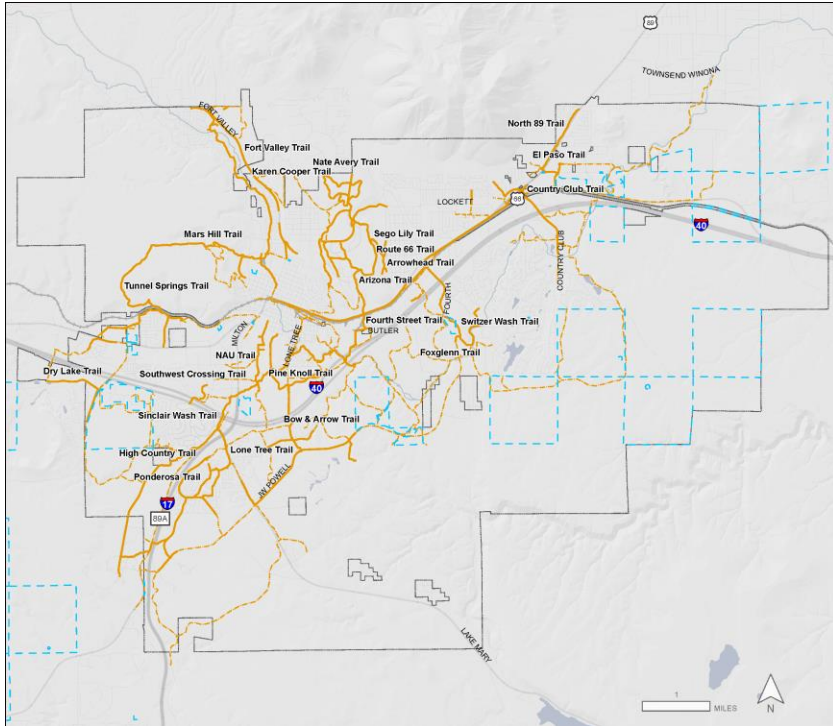
Trail Maps

This has allowed staff to:

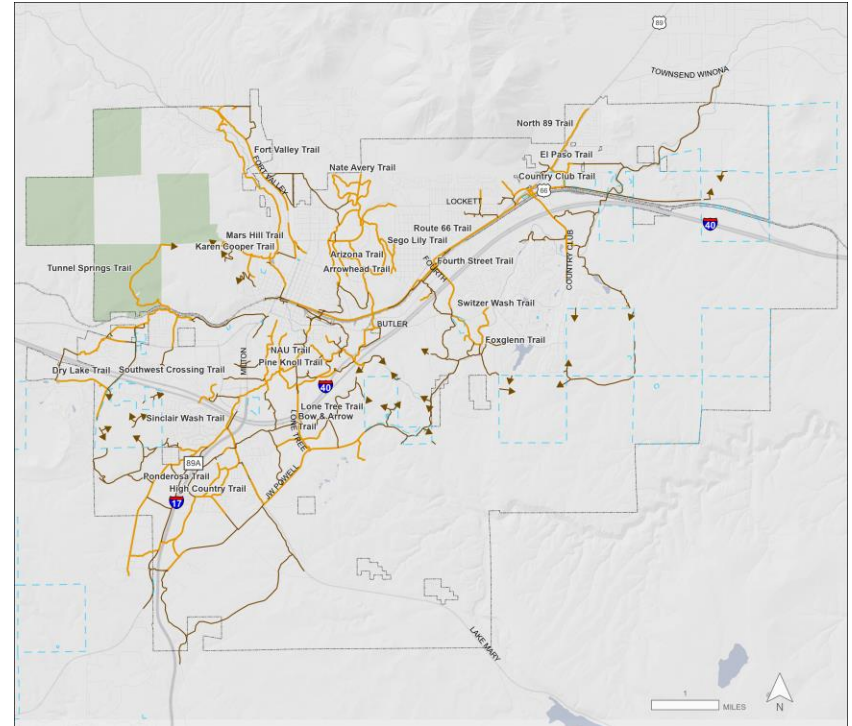
- Coordinate trails across public and private land to be continuous and well designed for the user group
- Manage trail construction costs by following appropriate natural features
- Ensure dedications needed for trail connections are included in the development review process as part of the overall transportation system.



Work Session Pt 3: Trail Maps



60-day Public Review Map



Alternative Arrow Map

Trail Maps

- Arrows or Dashed Lines
- Discussion:
 - Should the planned trails symbology be changed from dashed lines to arrows that give less specificity on exact locations but retain intention?
 - Are there any trail concepts that are missing or areas of future trail planning that should be identified?

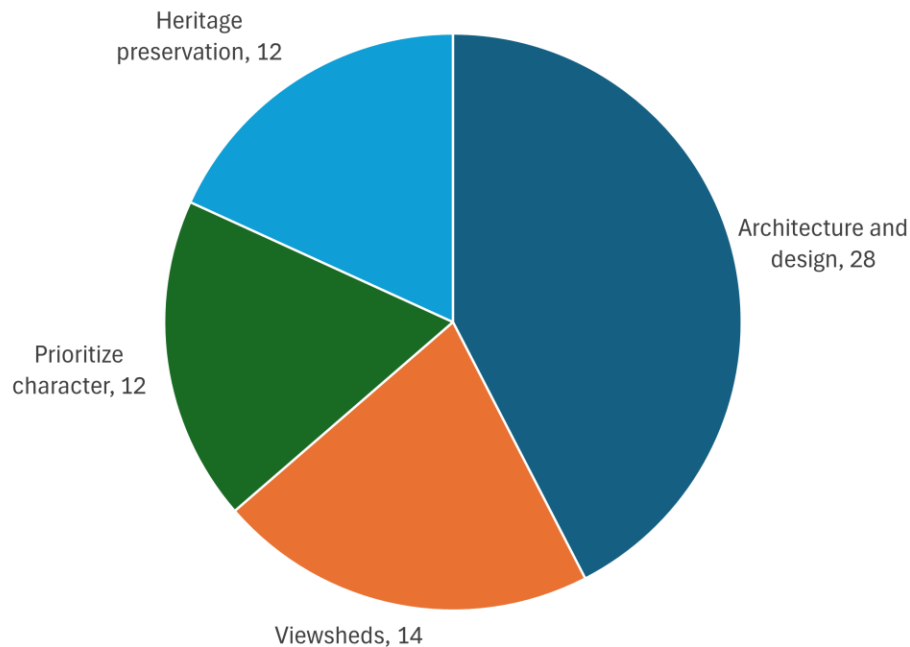
Public Participation

Discussion

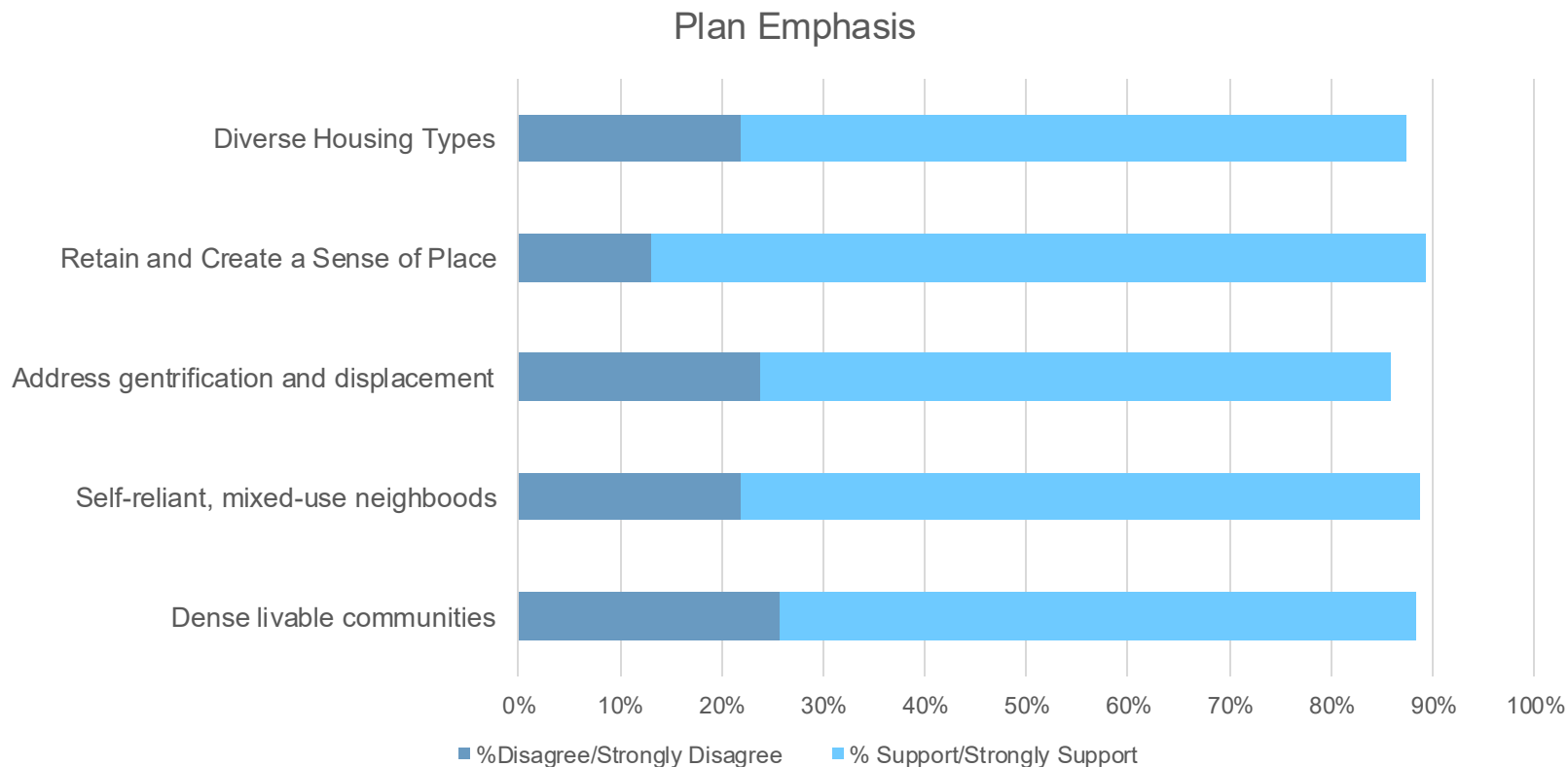
Work Session Pt. 4

Comments on Community Character/Identity

- 66 comments
- Key topics: lack of design language, viewsheds, balance of densification and character, preserving history and cultural resources



2025 Spring Survey



Sense of Place Best Practices

- Designing visually appealing entrances to public spaces to promote a sense of arrival and sense of place.
- Creating a pedestrian-oriented design at street level to create vibrant and active civic spaces for residents, neighbors, and visitors.

- Repeating the patterns of streets, alleys, buildings, and civic spaces from within nearby historic districts or neighborhoods in the site planning of new development in or adjacent to historic districts.
- Repeating elements of the natural environment and compatible historic design from nearby historic districts in the design of adjacent new development and redevelopment.
- Utilizing design that breaks up building footprints or bulk and mass to ensure transportation connectivity and a comfortable pedestrian environment.

Public Participation

Discussion

Recap

What We Heard

Plan Goals

- **Create unified vision for City AND County**
 - Ensure plan represents all views, incorporates views of those who can't vote on it
- **Priorities**
 - Other strategies to ensure housing attainability and affordability
 - Split Parking from a public and private perspective
 - For Street Design consider costs and accessibility
 - Consider housing costs beyond supply and demand including gentrification and displacement

Potential Changes

Land Use Categories/Map

- **Gentrification/displacement considerations** particularly for **Sunnyside and Eastside neighborhoods**
- **Density considerations: appropriateness of** minimum densities in certain area and ability to address housing concerns
- Clarifying questions on **greenfield development sites** (Master Plan sites)

Potential Changes

Trail Map

- Update trail map with different colors for planned trails that pass through private property

Sense of Place

- Further define what actually create a sense of place for Flagstaff & Coconino County
 - Take out visually appealing entrances
 - Add native landscaping and accessibility
 - Native/indigenous references

What we heard

- Anything we missed?
- Group discussion and reflection on the day

Next Steps