



## 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.”<sup>4</sup> 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.

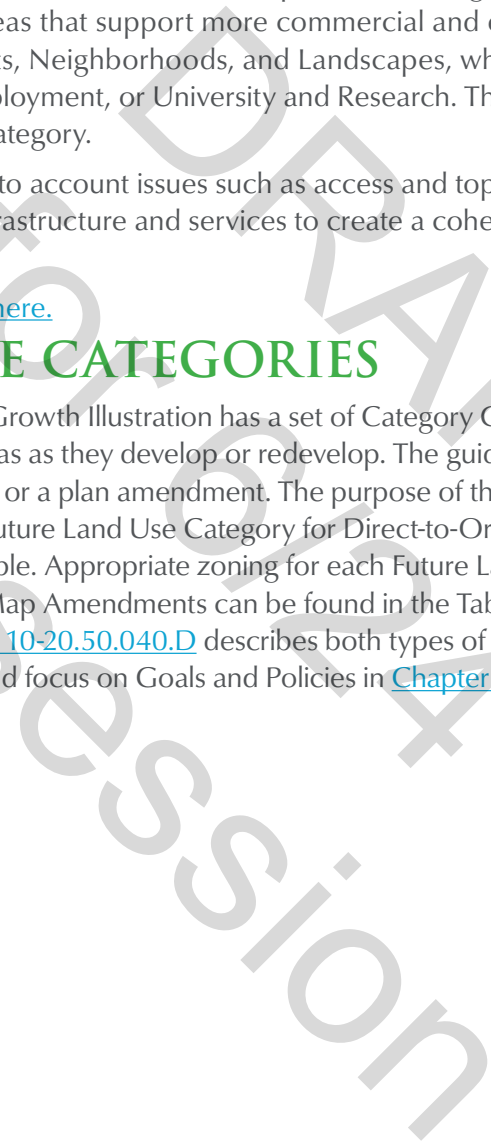
The Future Growth Illustration is built on a framework that defines the types of places that exist in the Region today and others that would be encouraged in the future. It is made up a series of building blocks, which help explain how different parts of the Region relate to one another. For example, 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.

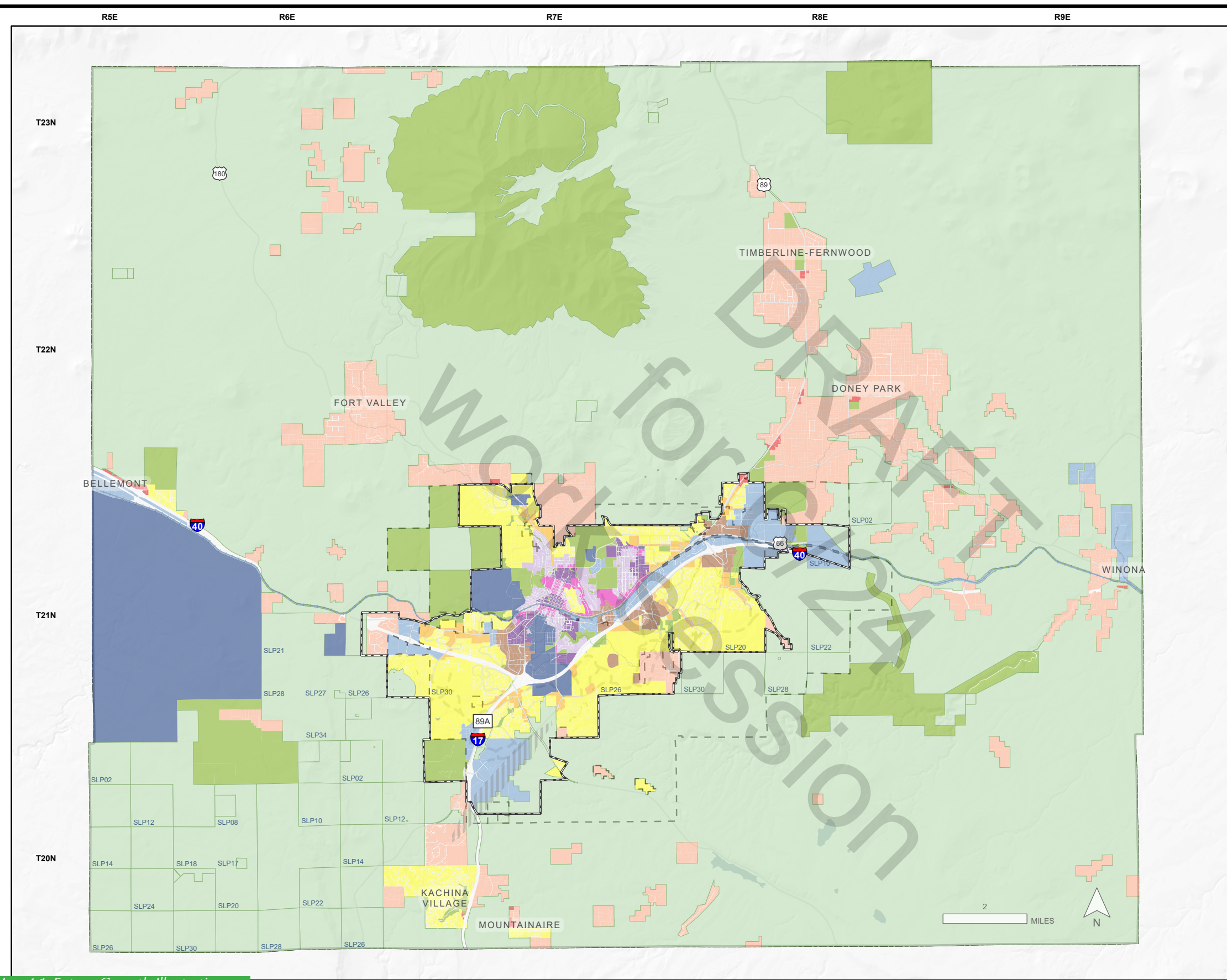
The Future Growth Illustration takes into account issues such as access and topography limitations, existing entitlements, and the availability of infrastructure and services to create a coherent vision for how the Region will grow.

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 conformance<sup>5</sup> 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 Amendments<sup>6</sup> 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](#).





**FUTURE GROWTH ILLUSTRATION**

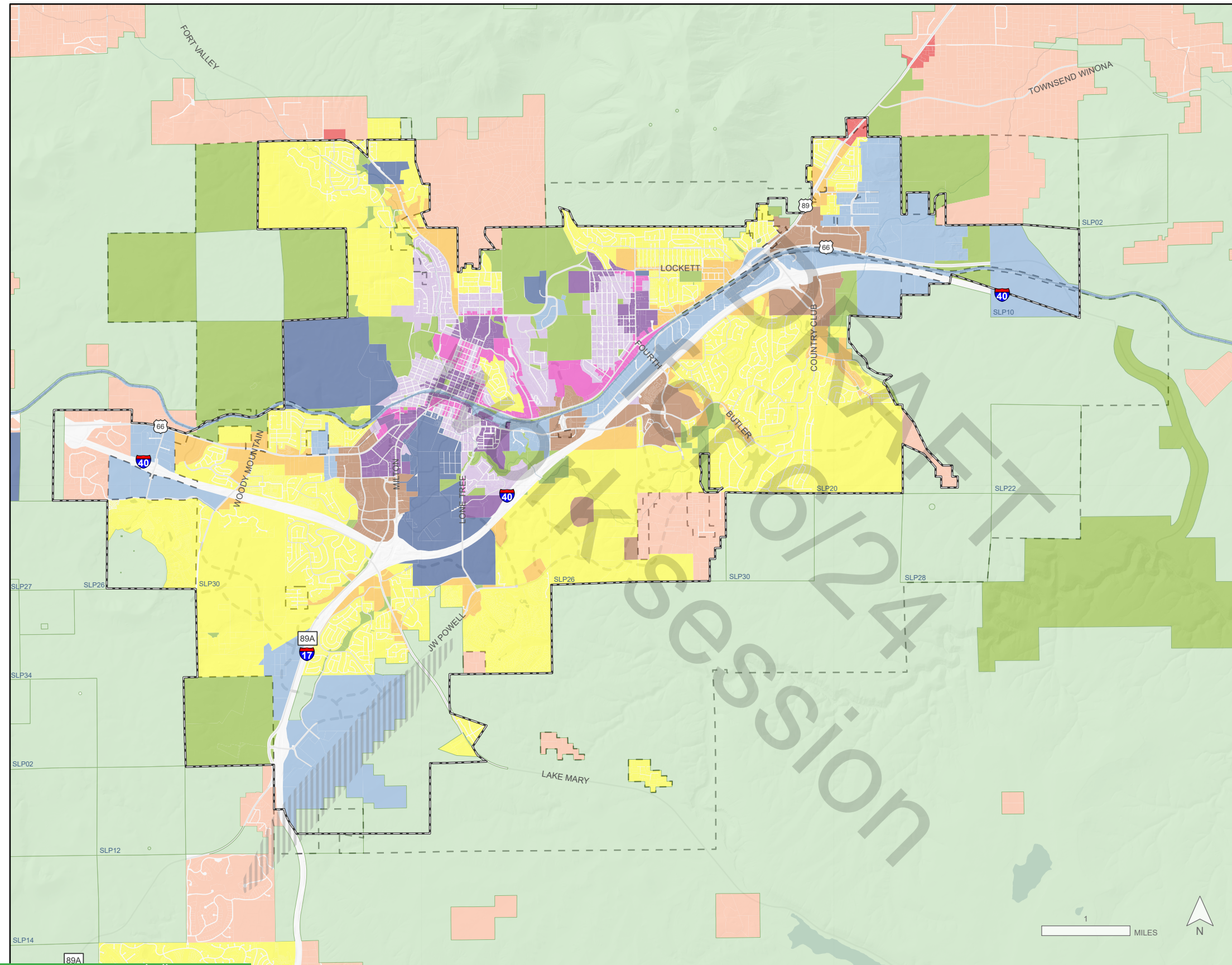
- Centers**
  - Urban Center
  - Suburban Center
  - Rural Center
- Districts**
  - Urban Corridor
  - Suburban Corridor
  - Employment District
  - University and Research District
- Landscapes**
  - Parks and Open Space
  - Federal Lands and Working Landscapes
- Neighborhoods**
  - Urban Neighborhood
  - Suburban Neighborhood
  - Rural Neighborhood
- Airport Overlay Zone
- Planned Roads
- Urban Growth Boundary
- 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, Geodastatyrelsen, GSA, GSI and the GIS User Community

Policy Map 4-1: Future Growth Illustration - Regional Scale



**FUTURE GROWTH ILLUSTRATION**

- Centers**
  - Urban Center
  - Suburban Center
  - Rural Center
- Districts**
  - Urban Corridor
  - Suburban Corridor
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Policy Map 4-2: Future Growth Illustration - City Scale

# TABLE OF DENSITY RANGES

HIGH DENSITY HOUSING (H)		
Density	Housing Type	Location
 <p>30 or more dwelling units per acre</p>	Multi-Family Apartments (3 stories or more), Vertical and Horizontal Mixed Use	Urban and Suburban land use categories that support vertical mixed use development. Transit centered. Integrated community and recreational spaces. May be located on major roads.
MEDIUM-HIGH DENSITY HOUSING (MH)		
Density	Housing Type	Location
 <p>15 to 29 dwelling units per acre</p>	Duplexes, Triplexes, Quadplexes, Multi-Family Apartments (3 stories or more), Live/Work Units, Vertical and Horizontal Mixed Use	Urban and Suburban land use categories where housing, commercial uses, and jobs are intermixed. Transit supportive.
MEDIUM DENSITY HOUSING (M)		
Density	Housing Type	Location
 <p>5 to 14 dwelling units per acre</p>	Detached Single Family, Attached Single Family, Accessory Dwelling Units, Duplexes, Triplexes, Quadplexes, Multi-Family Apartments (2-3 stories), Live/Work Units	Urban and Suburban land use categories with highly connected bicycle and pedestrian infrastructure, where housing can be set back from major roads. Higher densities in this range should be located close to major roads, commercial areas, and may be located where there is existing or planned transit. Lower densities should be located in areas with significant natural and cultural resources to be preserved.
LOW DENSITY HOUSING (L)		
Density	Housing Type	Location
 <p>0 to 4 dwelling units per acre</p>	Farms, Ranches, Detached Single Family, Clustered Housing, Accessory Dwelling Units	Rural and Suburban land use categories where there are significant natural or cultural resources being preserved, agricultural uses, or limited infrastructure.

Table 4-4: The Four Density Ranges

# TABLE OF ZONING COMPATIBILITY FOR EACH LAND USE CATEGORY

**City only:** This table is used to determine compatible zoning categories for findings of conformance and related Category Guidelines. If an application is requesting a zoning category other than those listed below, it may be considered if the proposal meets the future desired density and intensity and conforms to the Category Guidelines in this chapter. Future Desired Density/Intensity is not considered when the requested zoning category is compatible.

Future Growth Illustration Category	Future Desired Density/ Intensity (duac) <sup>9</sup>	Existing Compatible Zoning Categories (City) <sup>10</sup>	Existing Compatible Zoning Categories (County)
<b>CENTERS</b>			
Urban Center (UC)	H, MH	CB, CC, NCC, HR, PF	NA
Suburban Center (SC)	H, MH	HC, NCC, HR, PF, RD	NA
Rural Center (RC)	MH, M	SC, CS, NCC, HR, MR, PF, POS	CG-10,000, CN, PC, PRD, PS, RM-10/A, RM-20/A, RS-6,000
<b>COMMERCIAL DISTRICTS</b>			
Urban Corridor (UCO)	H, when residential or mixed use is proposed	CS, CC, NCC, PF, HR	NA
Suburban Corridor (SCO)	H, MH when residential or mixed use is proposed	SC, CS, HC, NCC, PF, HR	NA
<b>EMPLOYMENT DISTRICTS</b>			
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
<b>LANDSCAPES</b>			
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) <sup>9</sup>	Existing Compatible Zoning Categories (City) <sup>10</sup>	Existing Compatible Zoning Categories (County)
<b>NEIGHBORHOODS</b>			
Urban Neighborhood (UN)	H, MH MH, M in a historic district	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)	H, MH, M in the UGB M, L 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)	L	R1, RR, ER, PF, POS, MH	G, AR zones, RR zones, RS zones, PC, PRD
<b>Legend of Table Abbreviations:</b>			
<b>Duac:</b> Dwelling units per acre.	High Density Residential (HR)	Public Lands Forest (PLF)	
<b>City Zoning Abbreviations:</b>	Highway Commercial (HC)	Public Open Space (POS)	
Central Business (CB)	Light Industrial (LI)	Research and Development (RD)	
Commercial Service (CS)	Light Industrial Open (LI-O)	Rural Residential (RR)	
Community Commercial (CC)	Manufactured Housing (MH)	Single-Family Residential (R1)	
Estate Residential (E)	Medium Density Residential (MR)	Single-Family Residential Neighborhood (R1N)	
Heavy Industrial (HI)	Neighborhood Community Commercial (NCC)	Suburban Commercial (SC)	
Heavy Industrial Open (HI-O)	Public Facility (PF)		
<b>County Zoning Abbreviations:</b>			
Agricultural Residential (AR)	Industrial Park (IP-20,000)	Residential and Manufactured Home Zone (RMH)	
Commercial General-10,000 sq.ft. min (CG-10,000)	Light Industrial-10,000 sq. ft. (IL-10,000)	Residential Multiple Family-10 units (RM-10/A)	
Commercial Heavy-10,000 sq.ft. min (CH-10,000)	Manufactured Home Park (MHP)	Residential Multiple Family-20 units (RM-20/A)	
General-10AC min (G)	Mineral Resource (MR)	Rural Residential (RR)	
Heavy Industrial - 6,000 sq. ft. min (IH-6,000)	Open Space and Conservation (OS)	Residential Single Family (RS)	
	Planned Community (PC)		
	Planned Residential Development (PRD)		
	Public and Semi-Public (PS)		

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. Calculations of density for the purpose of Regional Plan conformance exclude use of density bonuses when the proposal would achieve more than the maximum density.
4. Commercial or industrial parcels that do not include housing should not be included in the density calculation.

# GUIDELINES FOR ALL FUTURE LAND USE CATEGORIES

## All Categories

Still under construction. These are still under staff review.  
Policies moved to this section would need to be deleted from Chapter 3.

## All Neighborhoods

Still under construction. These are still under staff review.  
Policies moved to this section would need to be deleted from Chapter 3.

## Transportation and Utilities

Still under construction. These are still under staff review.  
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## 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.

Still under construction. These are still under staff review.

Policies moved to this section would need to be deleted from Chapter 3.

### 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. Urban Centers are transit-supportive districts that encourage increasing transit frequency, ridership, and stops.

### Category Guidelines

#### Urban Centers should:

##### Connectivity

- » Be designed based on gridded streets, while considering 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.
- » Provide access and services through sidewalks and alleys which in some locations, also provide attractive and interesting public spaces.

##### Housing Types

- » Mixed use Buildings, Apartments, Live- Work Units, Historic buildings

##### Mix and Location of Uses

- » Encourage commercial uses and mixed-use developments with co-located residential and commercial uses.
- » 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 while ensuring they have a pedestrian-oriented design.
- » 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.

##### Design and Other Considerations

- » 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.

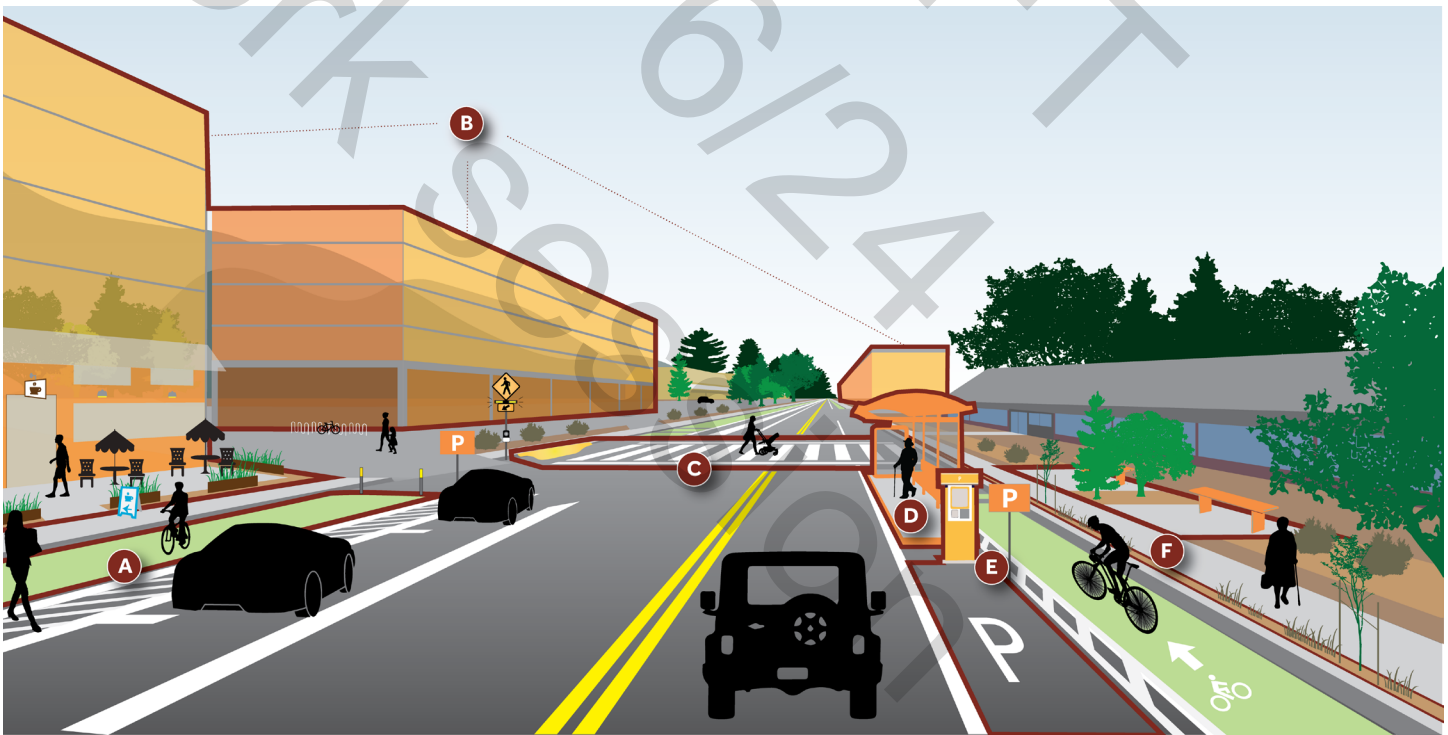
##### Parks

- » Create central and activated public spaces.
- » Provide connectivity to open spaces and parks within a quarter to one-third of a mile walking distance.



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
- 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 (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.

### Category Guidelines

#### Suburban Centers should:

##### Connectivity

- » Develop backage roads and retrofitted street connections using commercial local or collector systems to create access for businesses and mixed-use areas.
- » Connect bike and pedestrian infrastructure across the block and not solely around the block edges.
- » Encourage transit-supportive development.

##### Housing Types

- » Mixed use Buildings, Apartments

##### Mix and Location of Uses

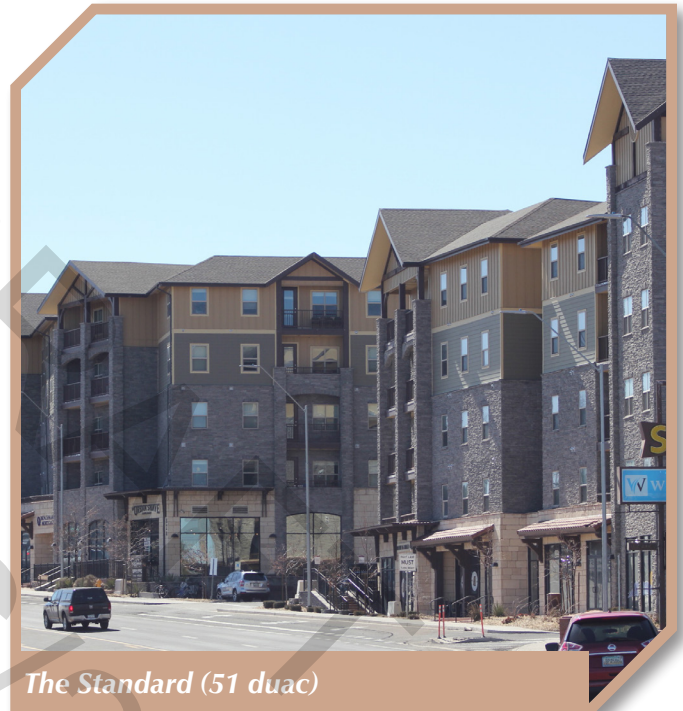
- » Support developments such as horizontal and vertical mixed-use, multistory, large commercial, office, multifamily, and residential.
- » Encourage residential uses co-located with commercial uses within mixed-use developments.
- » Consider employment and compatible industrial land uses.

##### Design and Other Considerations

- » Use shared parking, managed parking, and cross property access to create efficient parking and circulation that serves multiple properties whenever possible.

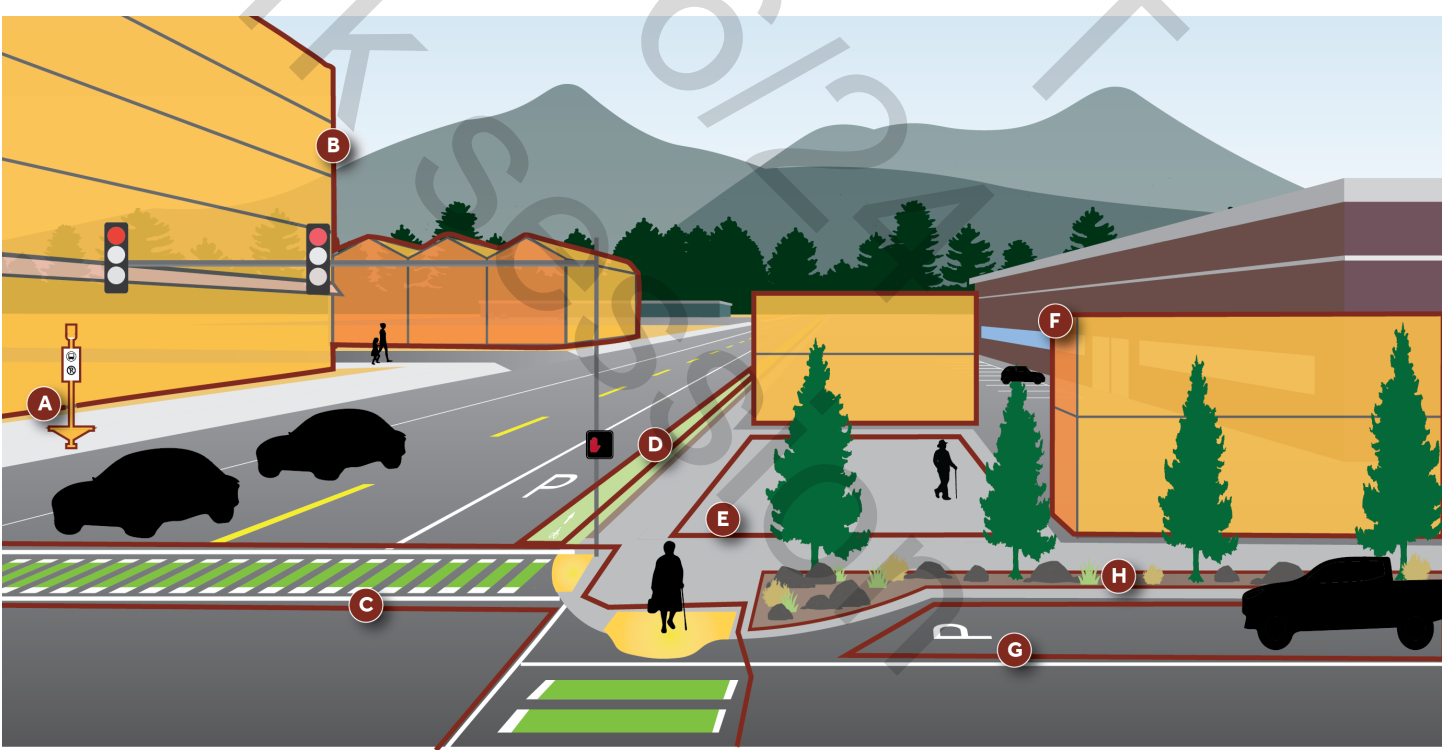
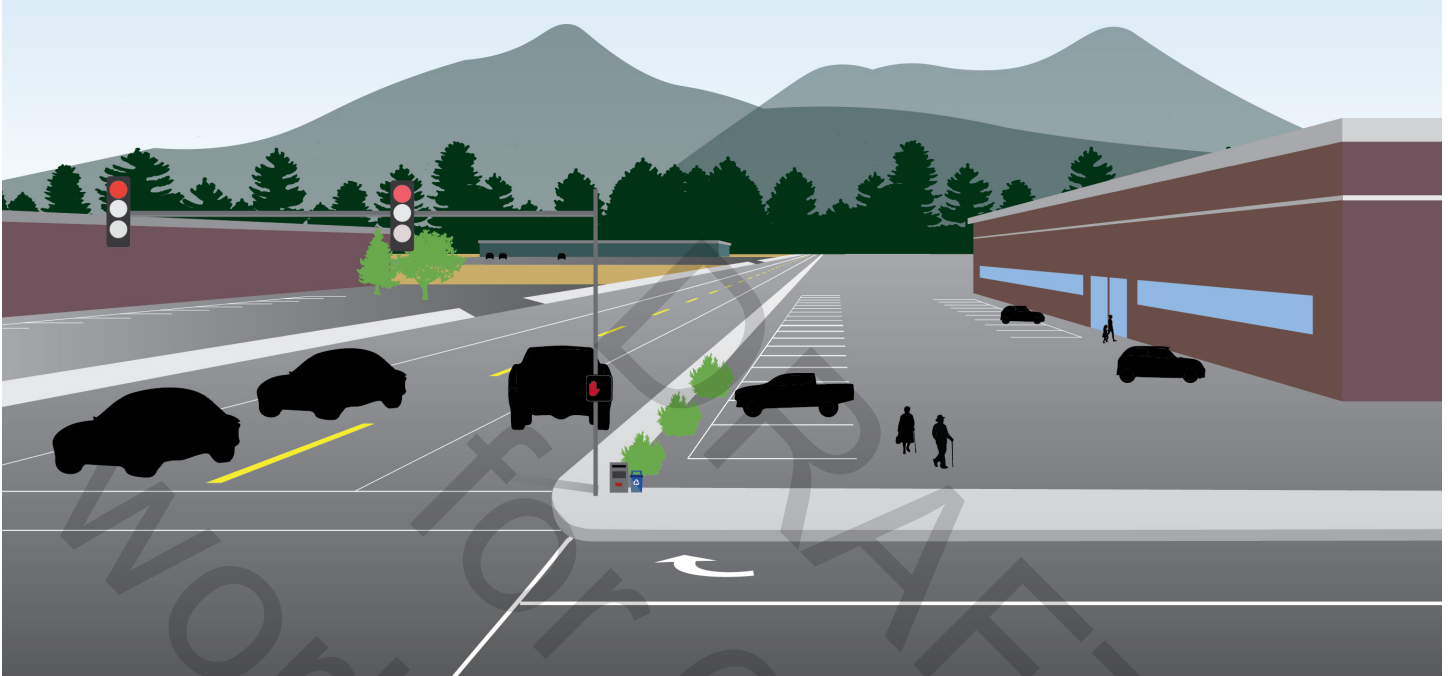
##### Parks

- » Provide connectivity to open spaces and parks within a quarter to one-third of a mile walking distance.



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
- 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 (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.

### Category Guidelines

#### Rural Centers should:

##### Connectivity

- » Provide bicycle and pedestrian access to and from nearby commercial and residential areas.
- » Provide park-and-ride services.

##### Housing Types

- » Single family homes may be located behind businesses and services.
- » Include mixed-use and multifamily housing where appropriate.

##### Mix and Location of Uses

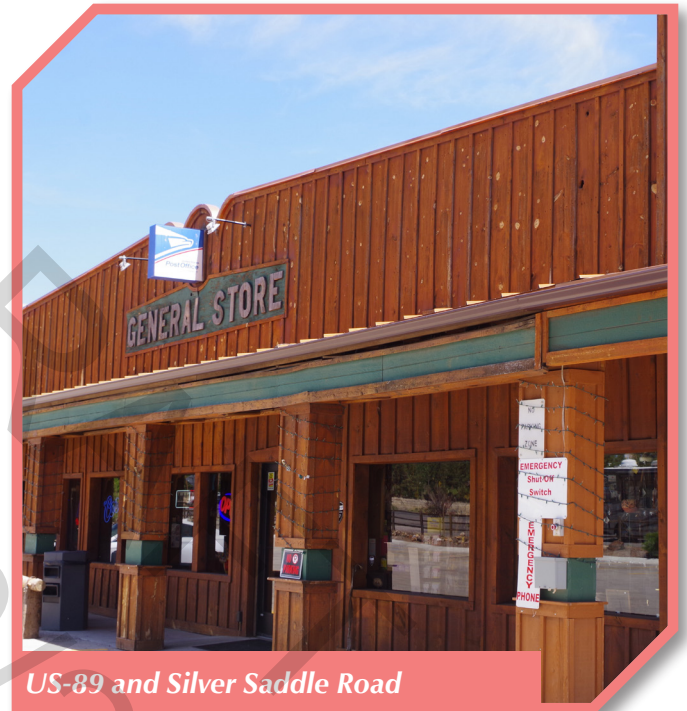
- » Highly encourage services that support agriculture.

##### Design and Other Considerations

- » Have easily accessible parking in shared lots and street parking.

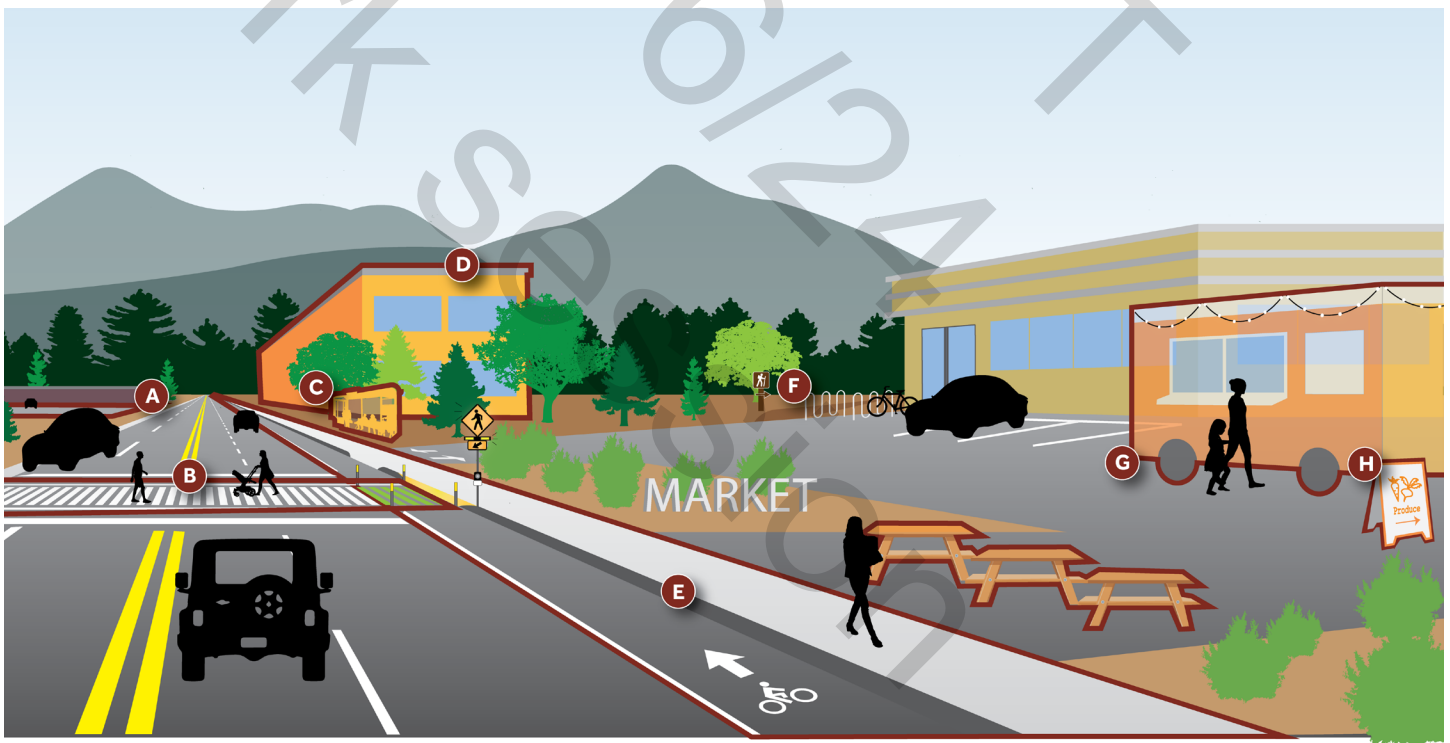
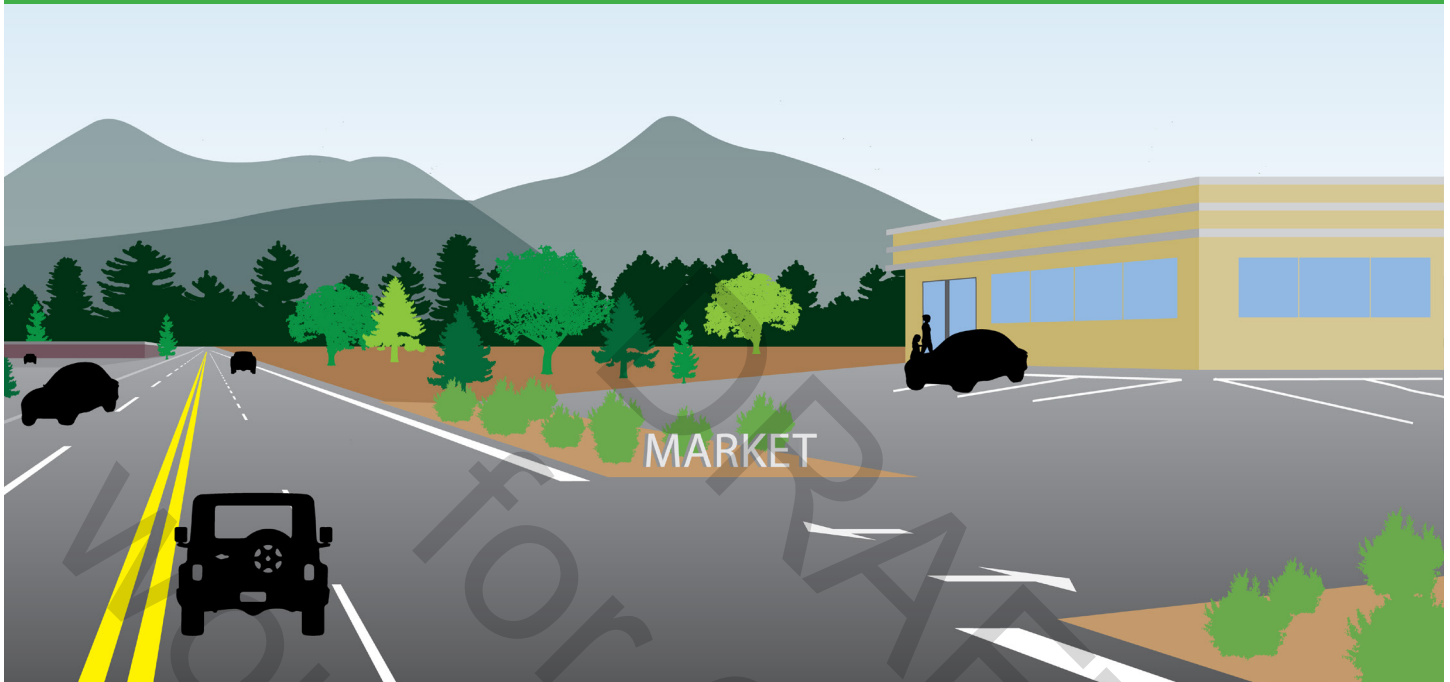
##### Parks

- » Provide social gathering places.
- » Provide connectivity to open spaces and parks to the extent possible.
- » Consider equestrian accessibility from rural neighborhoods.



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
- B** Enhanced pedestrian crossing
- C** Public transit
- D** Incremental infill
- E** Sidewalk and bike lane improvements
- F** Trail connections
- G** Active temporary uses
- 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:** High Density, when residential or mixed use is proposed.

### Category Guidelines

**Urban Corridors should:**

#### Connectivity

- » Develop a system of high-quality, accessible pedestrian, bicycle, and transit facilities along urban corridors.

#### Mix and Location of Uses

- » Support transit- and pedestrian-oriented commercial development.
- » Encourage residential and office uses located above commercial uses.
- » 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

See *Urban Center for Housing Types, Parks and Design and Other Considerations*

## 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:** High Density and Medium-High Density, when residential or mixed use is proposed.

### Category Guidelines

**Suburban Corridors should:**

#### Connectivity

- » Develop high-quality, accessible pedestrian, bicycle, and transit facilities on or parallel to streets.
- » Provide off-street pedestrian and bicycle facilities at regular intervals to connect with nearby neighborhoods and other residential developments.
- » Provide backage roads and cross property connections where needed to manage access on the collector or arterial.

#### Mix and Location of Uses

- » Encourage multifamily residential uses located above and behind commercial uses.
- » Increase the variety of housing types along a corridor where only commercial is present.
- » Allow for automotive-oriented uses and drive-throughs.



**2080 S Milton Road**

*See Suburban Center for Housing Types, Parks and Design and Other Considerations*

## 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.

#### Category Guidelines

#### Employment Districts should

#### Mix and Location of Uses

- » Encourage the continued intensification and expansion of uses in an Employment District, and protect existing industrial, warehousing, and distribution uses from encroachment of incompatible uses.
- » Locate new industrial areas near the airport, rail line, major highways or the interstate, and ensure they are designed to mitigate impacts to surrounding uses.
- » Promote non-residential development adjacent to existing or planned aggregate/mineral mining operations.
- » Discourage land uses incompatible with airport and flight operations.

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

1. The use is part of an overall planned development<sup>7</sup>.
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



**Gore Campus**



**S Flagstaff Ranch and Dark Sky roads**



improve their performance.

- 4. Workforce housing tied to a specific employer in proximity to their workplace may be considered in all employment areas.

### Design and Other Considerations

- » Fencing should be limited where riparian areas and wildlife corridors are identified. Wildlife-friendly fencing is preferred in all areas with wildlife corridors.

### Parks

- » May include parks that support healthy living and open space preservation that support protection of significant natural resources and cultural resources.

## 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.



### Category Guidelines

#### University and Research Districts should:

##### Connectivity

- » Ensure that the road connectivity and pedestrian and bicycling infrastructure support a park-once environment.
- » Ensure there is access to public transit.

##### Mix and Location of Uses

- » 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.
- » Encourage conformance with the [Joint Land Use Study \(JLUS\)](#) for Camp Navajo and the Naval Observatory Station – Flagstaff.

# 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

#### Parks

- » 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.
- » As greenfield sites are developed, ensure that new parks and open spaces have a balance of amenities, a flow with the natural and historical surroundings, are accessible to all, and provide complementary amenities to existing public parks in the Region. Ensure that park and open space opportunities are identified in neighborhood and area plans and are included in capital planning and acquisition plans.
- » Ensure that regional parks and the nearby neighborhood parks have a balance of amenities that are appropriate to the park classification and context.
- » Design walking and bicycling improvements to achieve access of 10 minutes or less to City parks and designated open space for City residents (City only).
- » Design urban parks in neighborhoods of concentrated low-to-moderate-income households, and where the accessibility to parks and open spaces within a 10-minute walk has been diminished or is missing (City only).

#### Design and Other Considerations

- » In urban parks, provide activated and safe public spaces of various sizes where there are gaps in accessibility to open space (City only).
- » Ensure that the landscaping, buildings, and activities within urban parks support safety and reflect the character of the surrounding neighborhood.
- » 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.



**Bushmaster Park**

## Federal Lands and Working Landscapes

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, managed recreation, ecotourism and facilities, ranching, mining, or other agricultural or industrial uses.

### Category Guidelines

#### Connectivity

- » Development that requires road access should not exceed what is permitted by federal agencies that provide road use permits or easements.<sup>8</sup>
- » Seek opportunities for linking urban trails to public lands.

#### Housing Types

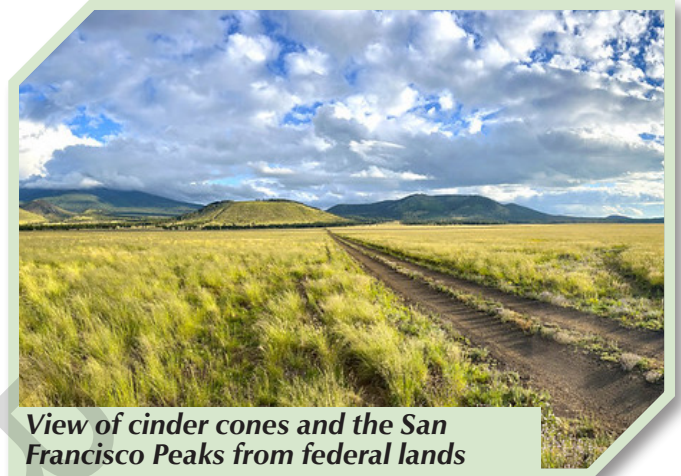
- » Development of housing subdivisions should be discouraged on these lands because of lack of infrastructure and access. Employee housing may be appropriate. Residential uses may be developed under existing entitlements.

#### Mix and Location of Land Uses

- » 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.

#### Design and Other Considerations

- » When housing is proposed using existing entitlements, housing development should be designed using the principles of integrated conservation design to preserve natural and cultural resources.



*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

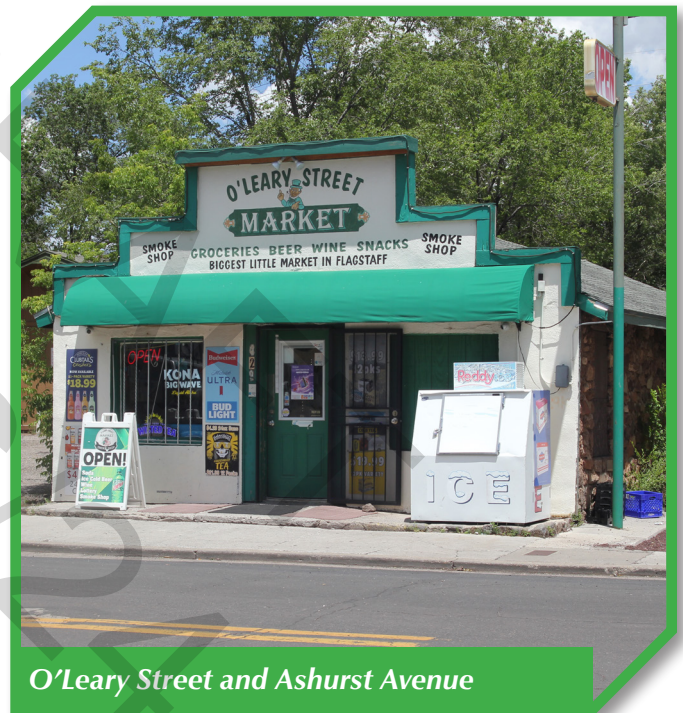
Neighborhood Commercial is a subcategory of the uses promoted in Urban and Suburban Neighborhoods. Neighborhood Commercial areas provide public and commercial gathering places and access to a variety of services or goods within walking or biking distance of residents' homes. They could be anchored by 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

##### Mix and Location of Land Uses

- » 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.
- » Provide a regulatory framework to support micro-entrepreneurship in Neighborhood Commercial areas.
- » 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*



**A** Traffic calming and rainwater catchment landscaping

**B** Active temporary uses

**C** Neighborhood serving retail

## 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.

### Category Guidelines

#### Urban Neighborhoods should:

##### Connectivity

- » 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.

##### Housing Types

- » Support a variety of housing types, intermixed throughout the neighborhood as the predominant housing pattern.
- » Design missing middle housing to respect the design traditions of historic neighborhoods.

##### Mix and Location of Uses

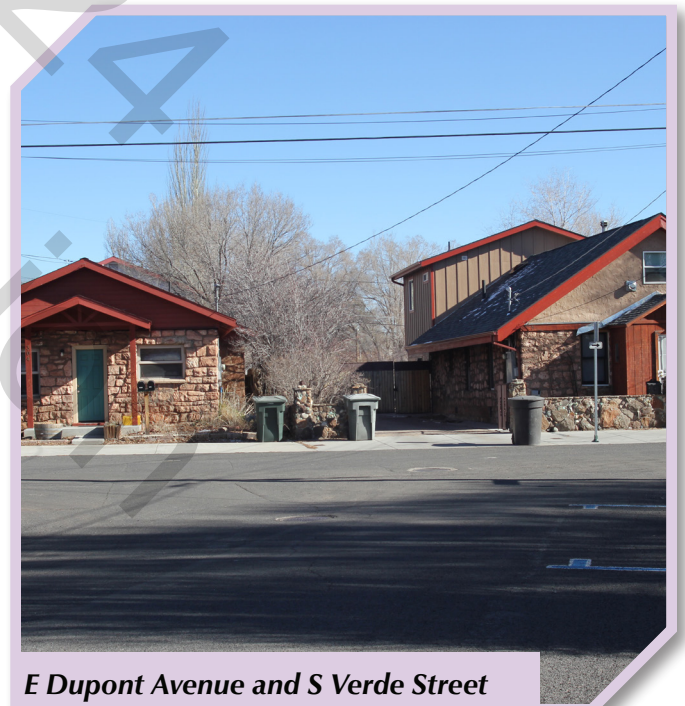
- » Encourage the creation of more housing units, especially where access to transit is readily available.
- » Industrial uses are limited in Urban Neighborhoods but may be allowed where there is a historic context for them, such as the Southside and Sunnyside neighborhoods.
- » Neighborhood Commercial areas are common in Urban Neighborhoods and are an amenity for nearby residents.

##### Design and Other Considerations

- » Encourage adaptive reuse to increase the number of units within larger historic structures.

##### Parks

- » See Parks and Open Space



## 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.

### Category Guidelines

#### Suburban Neighborhoods should:

##### Connectivity

- » 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.

##### Housing Types

- » Support a wide variety of missing middle housing types that may be located in larger groupings and blocks compared to Urban Neighborhoods.
- » Outside the UGB, single family homes with intermixed missing middle housing is the predominant housing pattern.

##### Mix and Location of Uses

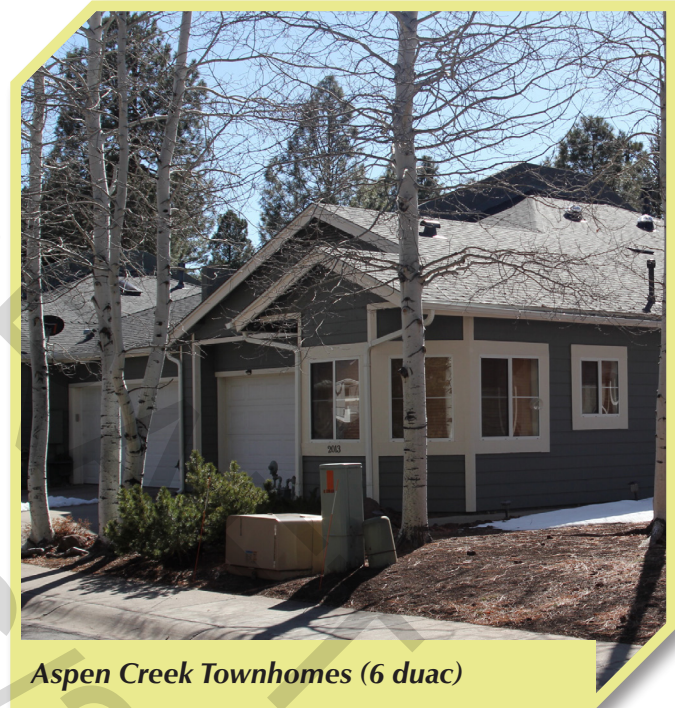
- » Promote cluster development to preserve natural and cultural resources with tools such as conservation easements and cluster subdivisions, planned residential or unit development, and transfer of development rights.
- » Home-based businesses, schools, and recreational facilities are appropriate.
- » Neighborhood Commercial areas are common in Suburban Neighborhood and are an amenity for nearby residents.

##### Design and Other Considerations

- » Allow for housing units to be divided to provide more housing and to have additions that support more units.
- » A portion of neighborhoods should be dense enough to support transit (at least 8 duac) in proximity to existing and planned stops.

##### Parks

- » See Parks and Open Space



## 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.

### Category Guidelines

#### Rural Neighborhoods should:

##### Connectivity

- » Provide trail access at trailheads, within a short drive from residences, or at an edge of the neighborhood.

##### Housing Types

- » Single family homes with accessory dwelling units and agricultural buildings

##### Mix and Location of Uses

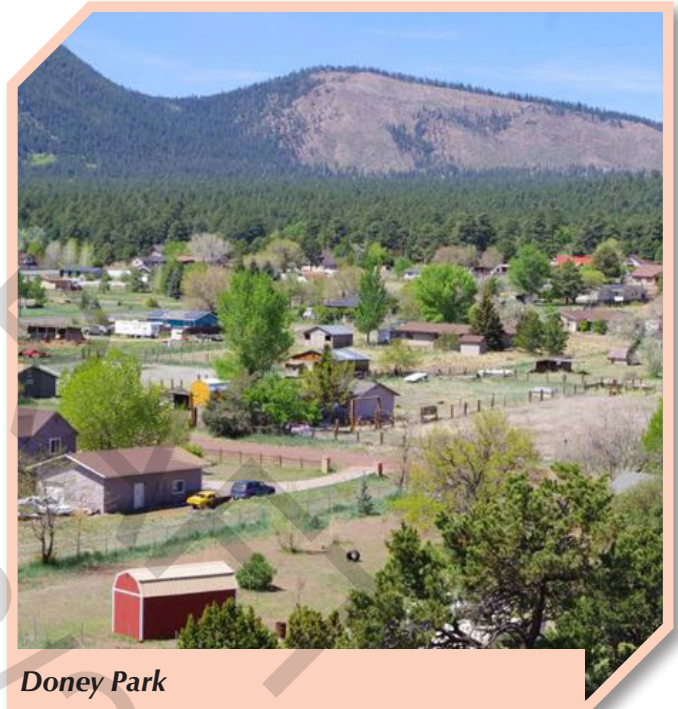
- » Permit agricultural uses and home-based businesses with low traffic needs as part of the neighborhood's character.

##### Design and Other Considerations

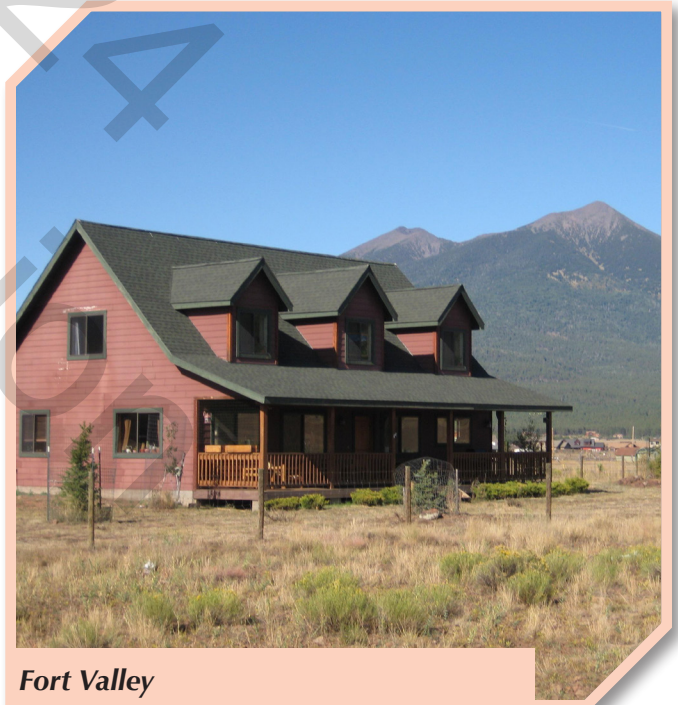
- » Locate houses with large lots appropriately to reduce their risk of fire and flood damage and allow for future emergency, trail, and road access.
- » Promote cluster development to preserve natural and cultural resources, and to build infrastructure efficiently, using tools such as conservation easements and cluster subdivisions, planned residential or unit development, and transfer of development rights.
- » Limit fencing where riparian areas and wildlife corridors are identified. Wildlife-friendly fencing is preferred in all areas with wildlife corridors.

##### Parks

- » See Parks and Open Space



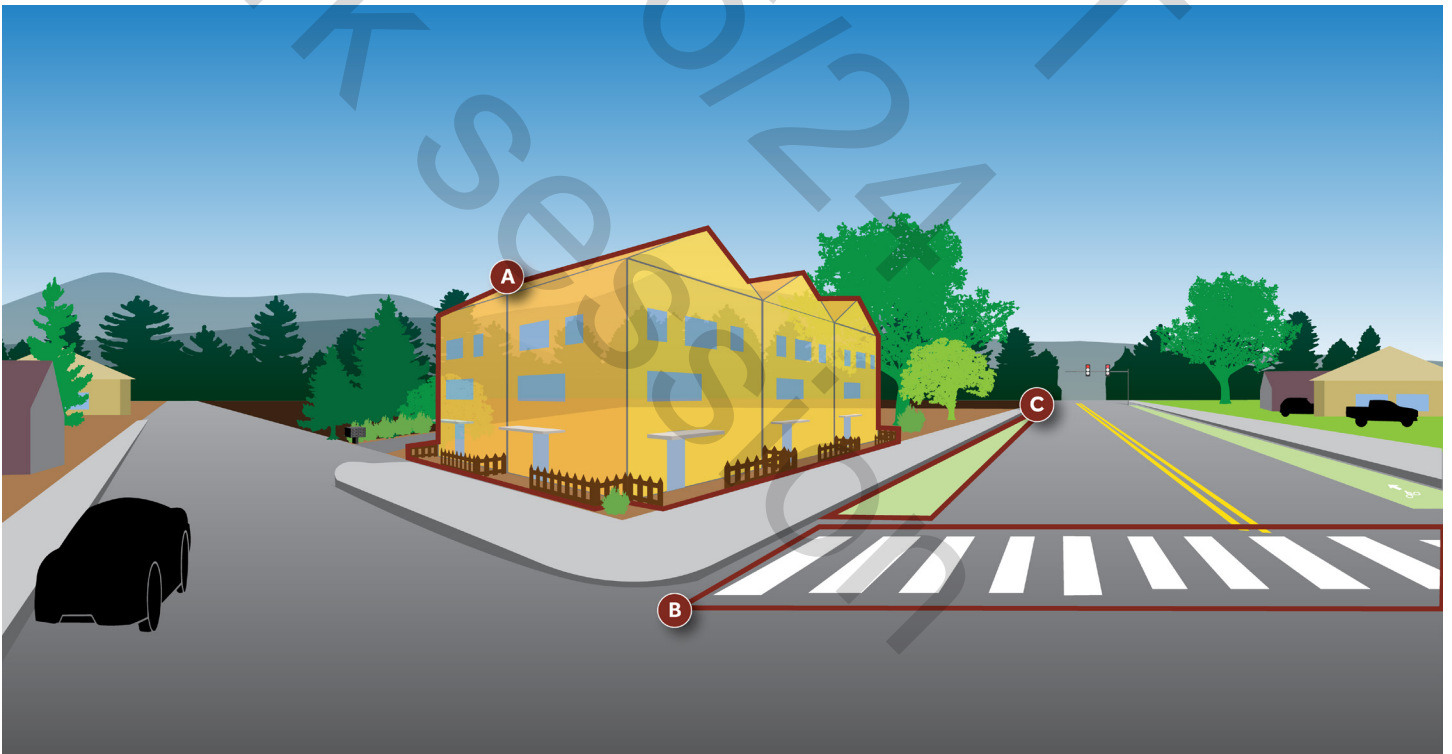
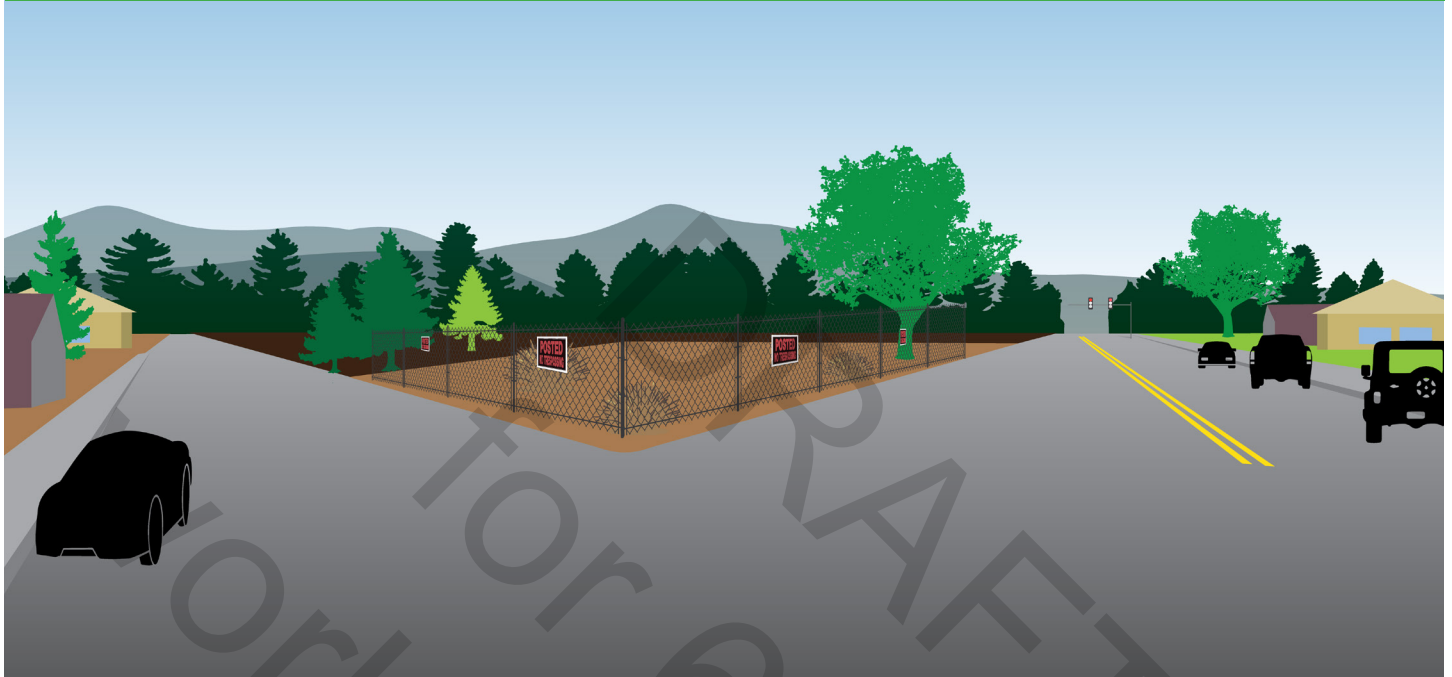
*Doney Park*



*Fort Valley*

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