

FLAGSTAFF REGIONAL PLAN 2045
PUBLIC COMMENT
SENSEMAKING REPORT



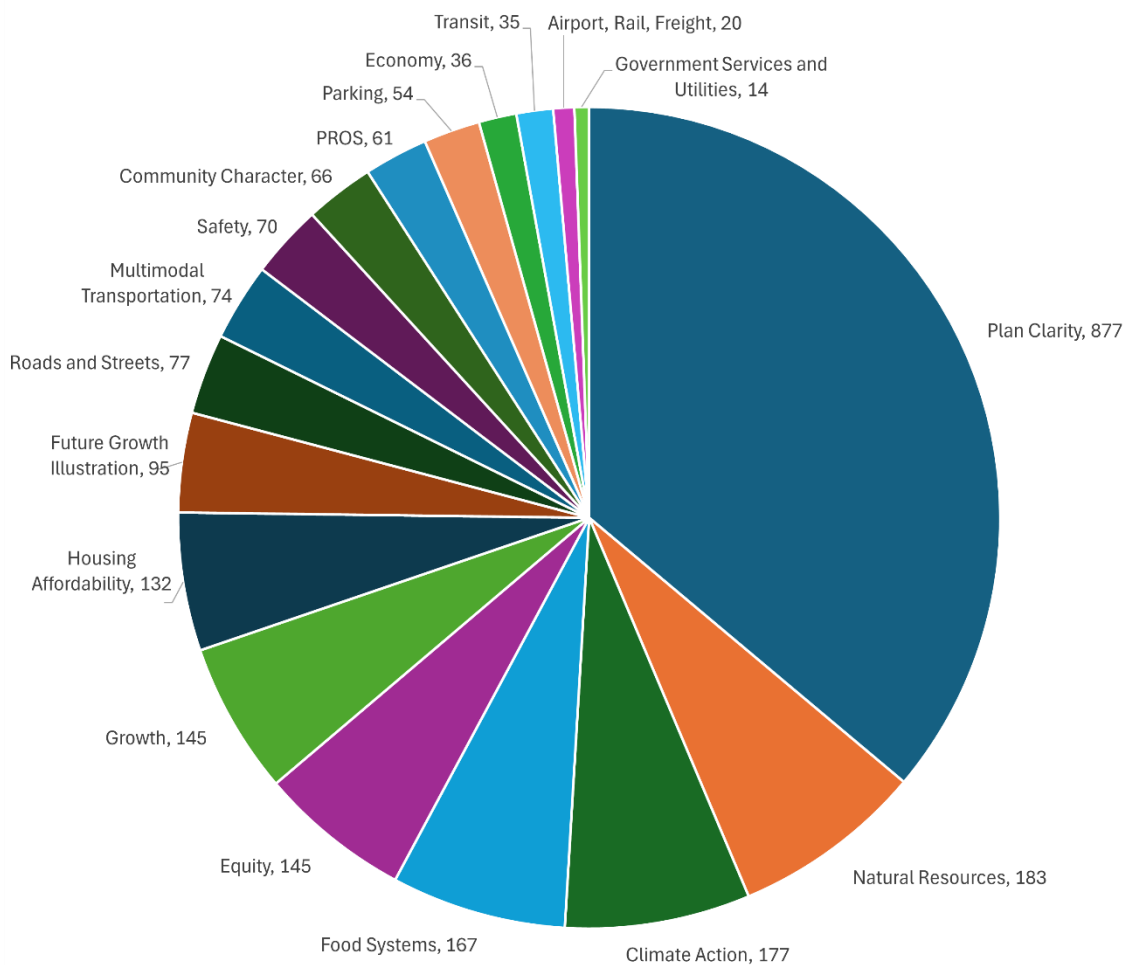
February 2025

www.flagstaff.az.gov/regionalplan2045

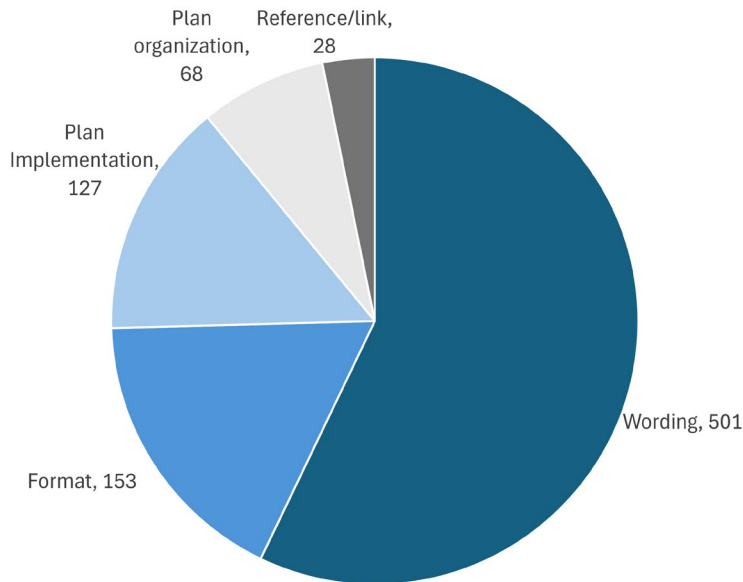
EXECUTIVE SUMMARY

HOW DID WE GET HERE?

A 60-day public review period of the Flagstaff Regional Plan 2045 was held from October 20 – December 19, 2024. Over 2,400 comments were submitted online through the Konveio platform, by email, by letter, and in-person. Comments were categorized by theme as shown in the pie chart below. The Top 10 comment themes are Plan Clarity, Natural Resources, Climate Action, Food Systems, Equity, Growth, Housing Affordability, Future Growth Illustration, Roads and Streets, and Multimodal Transportation. Other themes include Safety, Community Character, PROS (Parks, Recreation, and Open Space), Parking, Economy, Transit, Airport, Rail, Freight, and Government Services and Utilities. The following pages summarize comments by theme, including representative quotes and prominent subthemes.



PLAN CLARITY THEME



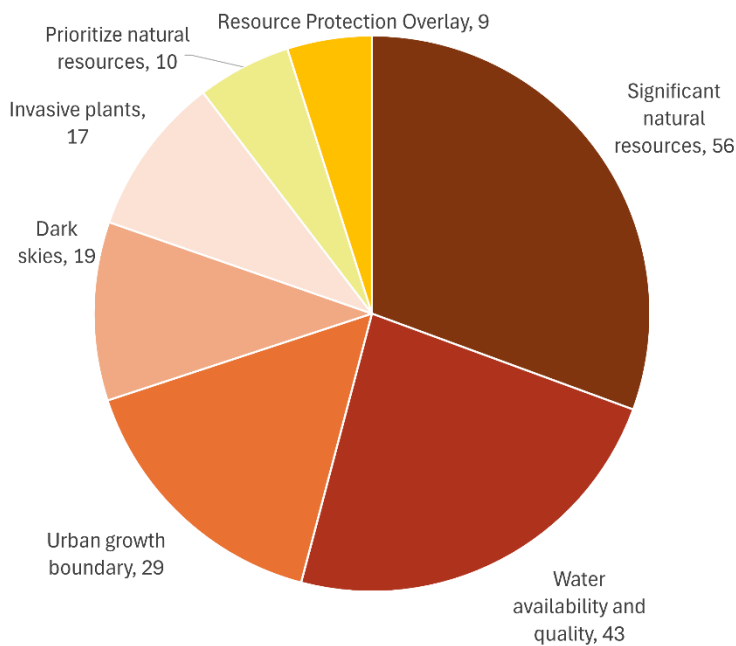
“It’s more accurate to say ‘high cost of housing’ rather than ‘rising cost of housing.’”
[Wording]

“I suggest that the section entitled ‘The Focus of the Regional Plan’ be highlighted and/or separated because this is critical information so it should stand out.” [Format]

“How will zoning and building codes change to support this?”
[Plan Implementation]

Plan Clarity comments were those that focused on making the Regional Plan easier to understand and apply. The majority of the 877 comments were questions and suggestions about word choice, phrasing, definitions, and catching errors and typos in the plan. The Format subtheme consisted of comments about improving maps, graphics, and design. Plan Implementation comments were generally requests for more detail about how part of the plan would be implemented or comments that identified conflicts or concerns relating to implementation. Plan Organization comments suggested large-scale changes to the document, and Reference/link comments were requests to add a source or link to another part of the document.

NATURAL RESOURCES THEME



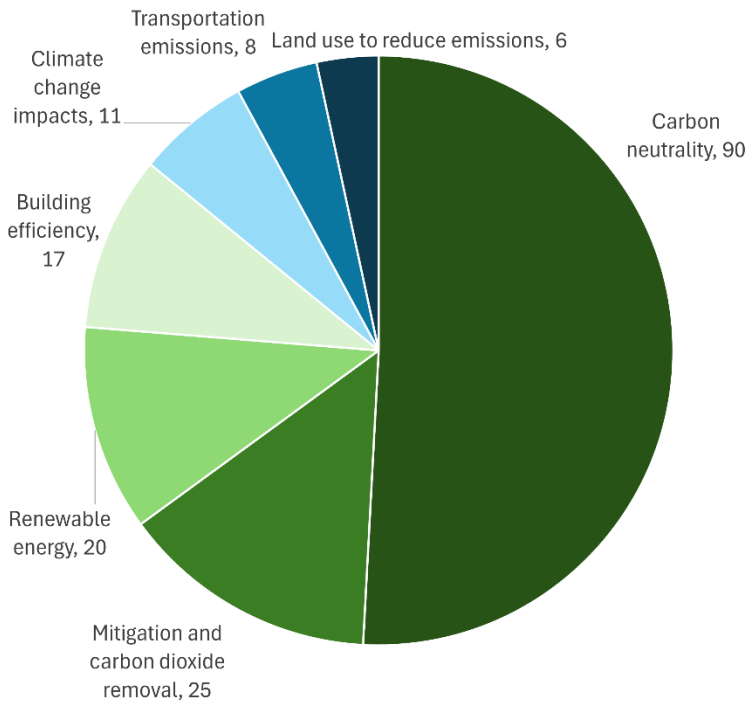
“Beyond just mitigating the impacts of human development on wildlife corridors, we should be prioritizing the protection of wildlife corridors and altering designs with that in mind.”
[Significant Natural Resources]

“Rethink ways of allocating reclaimed water.” [Water Availability and Quality]

“The choice to provide city services beyond our boundary should be taken very seriously if we want to develop a denser community as this document has called for.” [Urban Growth Boundary]

The 183 Natural Resources comments covered a wide range of topics. Comments on the significant natural resources listed and/or mapped in Chapter 7, such as riparian areas and wildlife corridors, made up the Significant Natural Resources subtheme. The next two largest subthemes, Water Availability and Quality and Urban Growth Boundary, contained comments on water resources and the proposal to allow the extension of water services beyond the Urban Growth Boundary. Many Dark Skies comments emphasized the benefits of dark skies and the need for better enforcement and education. Similarly, Invasive Plants comments called for better education on invasive plants and improving removal efforts. Comments concerning the overall balance between natural resources and development in the Regional Plan were captured in the Prioritize Natural Resources subtheme. Finally, nine comments expressed a mix of support and concern for changing the City’s Resource Protection Overlay regulations.

CLIMATE ACTION THEME



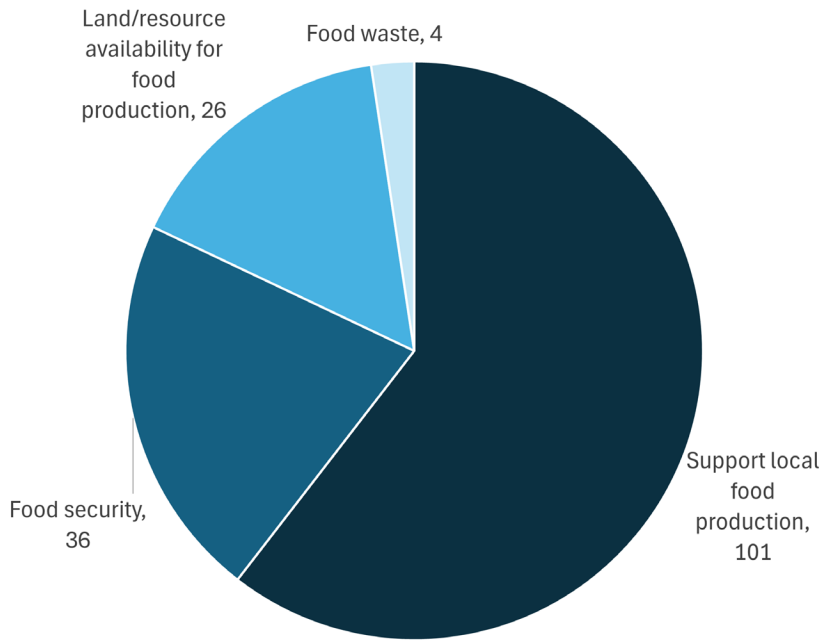
“The Carbon Neutrality Plan should take precedence in this document and our plans for the future.” [Carbon Neutrality]

“The one thing the little city of Flagstaff can do to put a dent in GHG emissions is to invest in scaling up a modern economy of biomass utilization and forest management.” [Mitigation and Carbon Dioxide Removal]

“Community Choice Energy (CCE) would allow the region to choose where their power comes from.” [Renewable Energy]

Climate Action was the third largest comment theme, with 177 comments. A large group of comments in the Carbon Neutrality subtheme called for stronger emphasis on the City’s Carbon Neutrality Plan and its goal of carbon neutrality by 2030. Across the other subthemes, many Climate Action comments discussed various avenues to reduce emissions and achieve carbon neutrality, such as Carbon Dioxide Removal (CDR), transitioning to renewable energy, energy efficient households, and opportunities to reduce emissions in the transportation system and via land use planning. The Climate Change Impacts comments focused on preparedness for hazards and included requests for additional information on the threats of climate change. Comments specific to flooding and wildfires were captured separately in the Safety theme.

FOOD SYSTEMS THEME



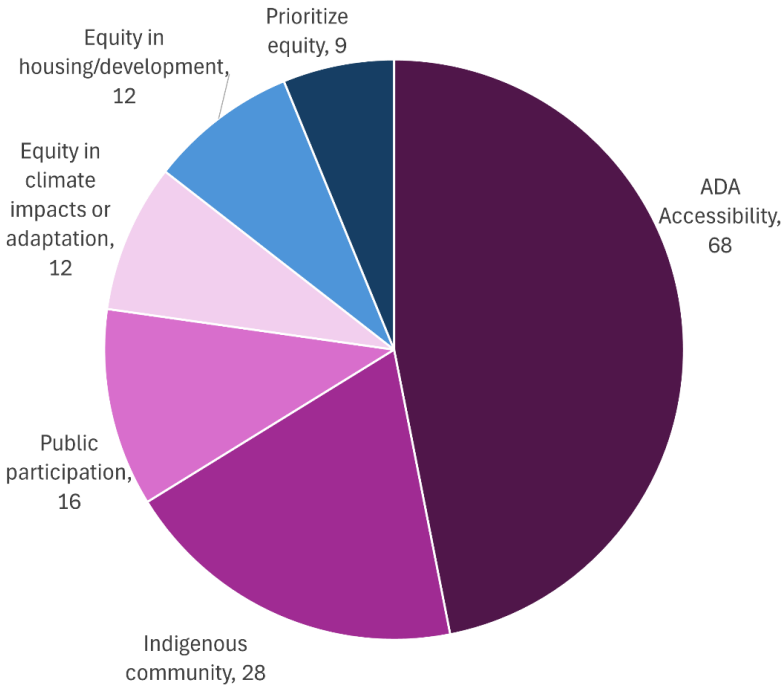
“I believe urban agriculture will become more imperative in the lens of a changing climate, the cost of food, and to address some facets of food security.” [Support Local Food Production]

“...hunger relief and food security efforts should be a higher priority throughout the plan.” [Food Security]

“We have limited water, our soil requires lots of amendments, our temperature difference from day to night also makes growing food challenging.” [Land/Resource Availability]

The Food Systems theme comprised 167 comments. Most of the comments expressed general support for local food and urged more support for food production at a range of steps, from agriculture to processing and distribution, as well as smaller-scale projects such as community gardens. A separate group of comments raised concerns about the availability of resources, primarily land and water, for agriculture. Food Security comments proposed that the Plan’s food systems content be more focused on addressing food insecurity and suggested revisions to food security data and terminology. There were also a few comments on food waste and composting.

EQUITY THEME



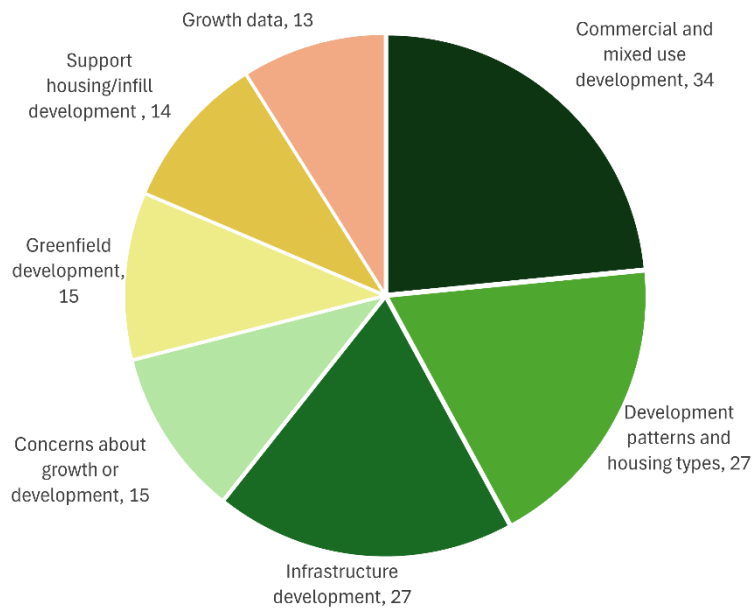
“It seems like an oversight to not mention folks who use assistive devices up top as a group of vulnerable road users.” [ADA Accessibility]

“Move beyond mere recognition of Indigenous knowledge by incorporating and centering it with clear strategies for engagement, relationship building, and frameworks for equitable knowledge-sharing.” [Indigenous Community]

“What do each of our communities really want when it comes to housing options?” [Public Participation]

The 145 Equity comments identified parts of the Plan where equity could be better incorporated and emphasized. ADA Accessibility was a significant subtheme, including many suggestions of how the Plan’s language could be updated to reference accessibility and inclusivity for people of all abilities. Indigenous Community comments discussed Indigenous participation in land use planning and City and County projects, as well as revisions to the Plan’s data and language describing Indigenous topics. In the Public Participation subtheme, comments requested more specificity on how the City and County would involve the general public and underserved communities in decision-making processes. In the three remaining subthemes, comments discussed how equity could be better prioritized in the Plan overall, as well as in regard to specific climate and development topics.

G R O W T H T H E M E



“It would be great to see a resurgence of small neighborhood businesses in traditionally single family residential areas.” [Commercial and Mixed-Use Development]

“Support incremental development by supporting small-scale, mixed-use projects that can be developed over time...” [Development Patterns]

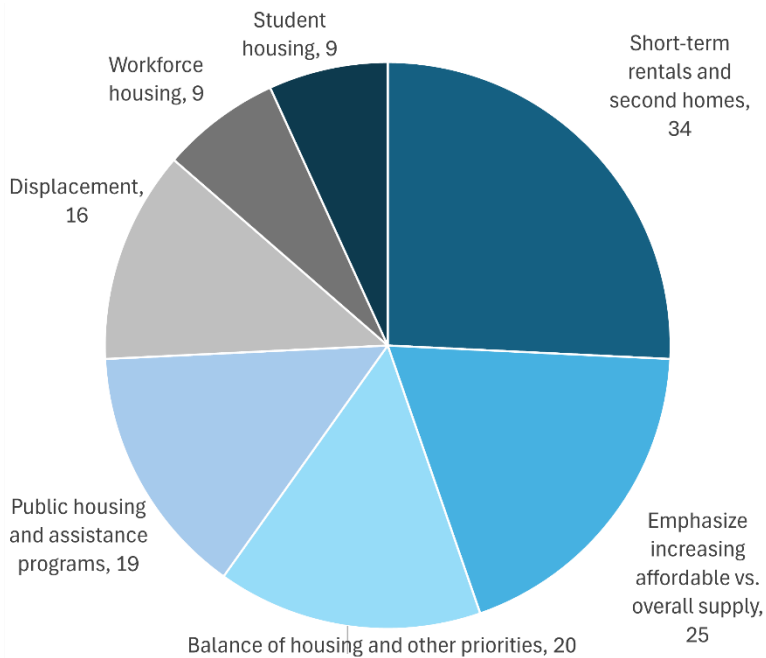
“One of the most significant challenges facing large-scale housing developments in the City of Flagstaff is the cost of off-site infrastructure improvements.” [Infrastructure Development]

The 145 Growth comments were divided between seven subthemes. The largest set of comments related to commercial and mixed use development, some expressing support for more businesses in residential neighborhoods, a few highlighting concerns, and a subset of comments on the characteristics of Corridors.

Development Patterns comments focused on different types of residential development, including ADUs and manufactured homes, as well as development standards such as lot size. The high cost of infrastructure development was another frequent topic of the Growth comments. Opposing sets of comments surfaced concerns about and expressed support for the Plan’s approach to growth.

Greenfield Development comments discussed the development of previously undeveloped land, such as the John Wesley Powell area. In the Growth Data subtheme, comments requested additional population growth information, as well as information on dwelling unit growth and density.

HOUSING AFFORDABILITY THEME



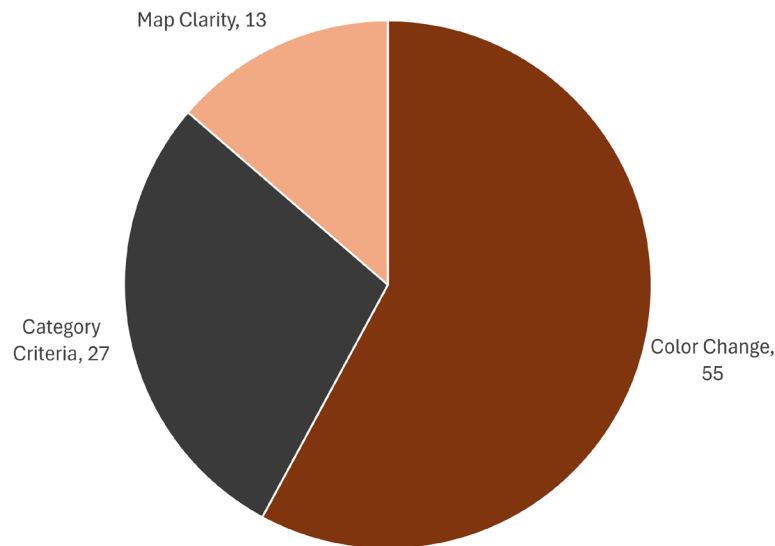
“The City needs to address two of the issues that are driving up prices: second homes and short term rentals.” [Short-Term Rentals and Second Homes]

“Delete emphasis on ‘all housing types’ and focus the regional plan on affordable + attainable.” [Emphasize Affordable]

“In planning, consideration and balances must be met between the need and desire for new housing and the same for future parks, open spaces, and recreational venues.” [Balance of Housing]

In the 132 Housing Affordability comments, the most frequently mentioned topic was the impact of short-term rentals, second homes, and external investment on housing prices. Similarly, the subtheme Emphasize Increasing Affordable vs. Overall Supply captured comments arguing that because of the demand for luxury housing, short-term rentals, and second homes, housing development in the Region should be narrowly focused on affordable housing rather than on increasing overall supply. Balance of Housing comments discussed the Plan’s prioritization of housing, with several comments identifying a tension between housing development and land acquisition for parks and open space. Public Housing and Assistance Programs comments indicated support for the City and County to acquire land for housing and offer more housing assistance programs. Sixteen comments raised concerns about displacement in densifying neighborhoods. The Plan’s support of employer-owned housing sparked comments categorized in the Workforce Housing subtheme. Lastly, comments on the large demand for student housing made up the Student Housing subtheme.

FUTURE GROWTH ILLUSTRATION THEME



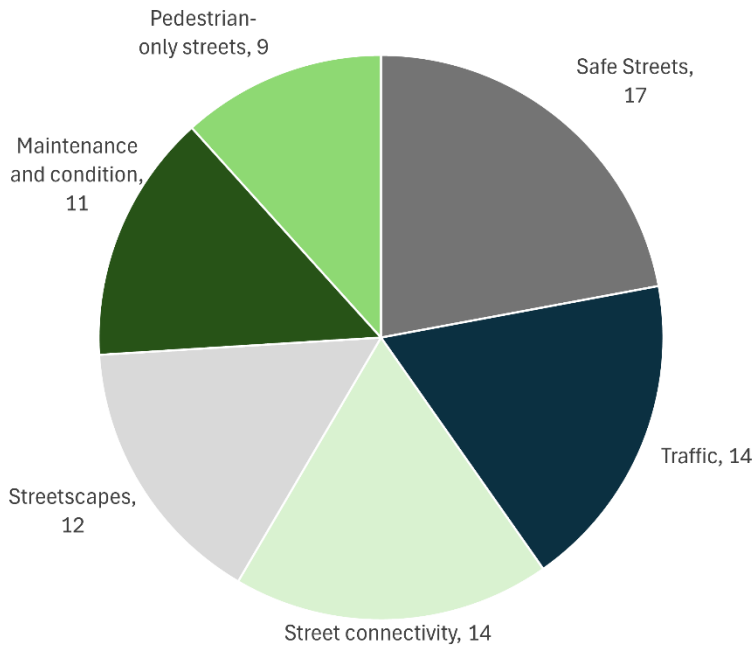
“Why not densify the Milton corridor near NAU as Urban Neighborhood/Center, especially since it is adjacent to the largest employer in the City.” [Color Change]

“Why are some areas designated as Suburban Center and others as Suburban Corridor?” [Category Criteria]

“As it currently stands, this map is difficult to understand for those who do not have prior knowledge.” [Map Clarity]

The Future Growth Illustration received 95 comments. Refer to the FGI Appendix for the commented maps. Most of these comments proposed specific changes to the map—a reassignment of land-use category for one or more parcels—captured in the Color Change subtheme. For example, multiple comments suggested that Employment District areas along Beulah Blvd and near Pulliam Airport be changed to a residential land use category. Multiple comments proposed that the Suburban Center along Milton Ave be changed to an Urban Center. Several changes were recommended in the John Wesley Powell area as well. Comments on the map that did not propose a change were grouped in the Category Criteria subtheme. These included comments on the characteristics of the land use categories, the types of development that aligned with the categories, and questions about the reasoning behind certain designations. Map Clarity comments made suggestions to improve map legibility and requested more information to introduce and explain the map.

ROADS AND STREETS THEME



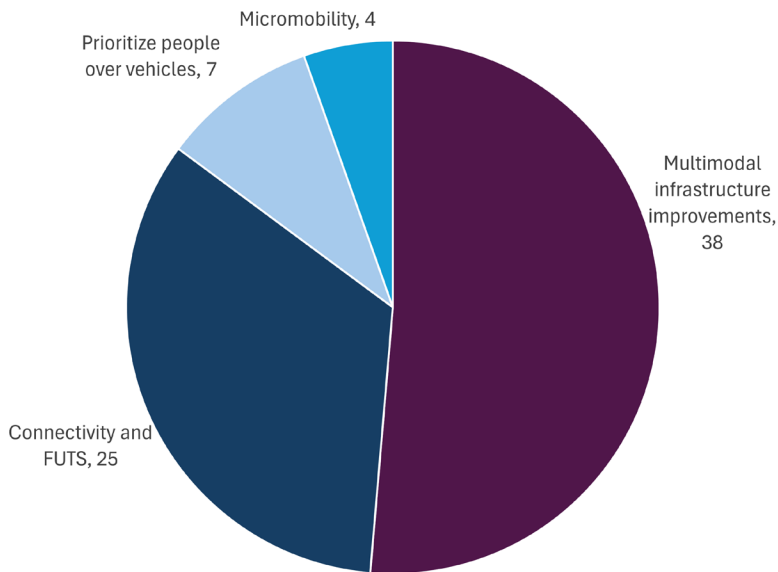
“... more robust data should be collected regarding safety issues for bicyclists.” [Safe Streets]

“Traffic noise is a hidden yet pervasive threat to biodiversity in Flagstaff...” [Traffic]

“Is there a reason to prefer a gridded street system? There are problems with a grid plan in relation to street congestion.” [Street Connectivity]

Roads and Streets was one of multiple transportation-related themes. Safe Streets was an important subtheme, with comments that touched on design elements of roads and streets, vulnerable road users, and safety issues such as speeding, distracted driving, and limited visibility. Traffic comments identified issues such as noise pollution and school drop off congestion and discussed approaches to traffic calming. Street Connectivity comments related to the network of roads and streets and included comments on specific road projects as well as general comments on patterns of connectivity. Comments on the design of roads and streets, as well as Great Streets, were captured in the Streetscapes category. Maintenance and Condition comments generally focused on maintaining clear and safe sidewalks and bike lanes, including in the winter. The final set of Roads and Streets comments proposed temporary or permanent street closures to cars, creating pedestrian-only streets.

MULTIMODAL TRANSPORTATION THEME



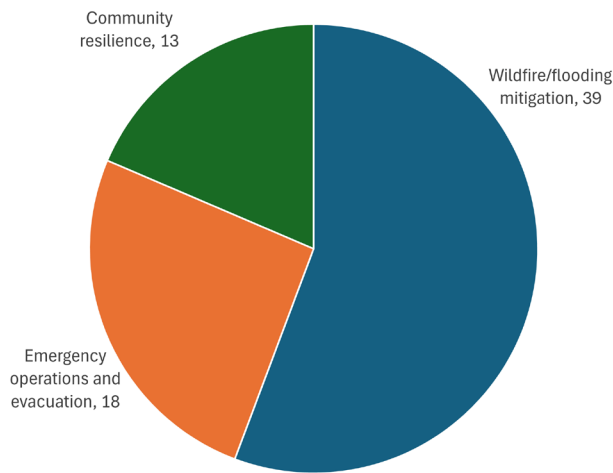
“Physically separated bike lanes and grade separated crossings are mandatory if we want cycling to ever become a major transportation option in Flagstaff.” [Multimodal Infrastructure Improvements]

“Direct/convenient cycling connectivity between Bellemont and Flagstaff is needed.” [Connectivity and FUTS]

“Addressing the needs of non-vehicle road users first and foremost is a long overdue change in policy and approach supported by the City’s embrace of the ‘Big Shift.’” [Prioritize People Over Vehicles]

Roughly half of the Multimodal Transportation comments concerned the infrastructure improvements necessary to support walking and biking as safe, convenient modes for the community. Comments on the FUTS and general multimodal connectivity across the Region were captured in the Connectivity and FUTS subtheme. There were a set of comments that discussed the big picture approach to transportation in the Region, urging the prioritization of non-vehicle road users over vehicles. Lastly, a few comments identified sections where information about micro mobility could be added or clarified.

OTHER COMMENTS

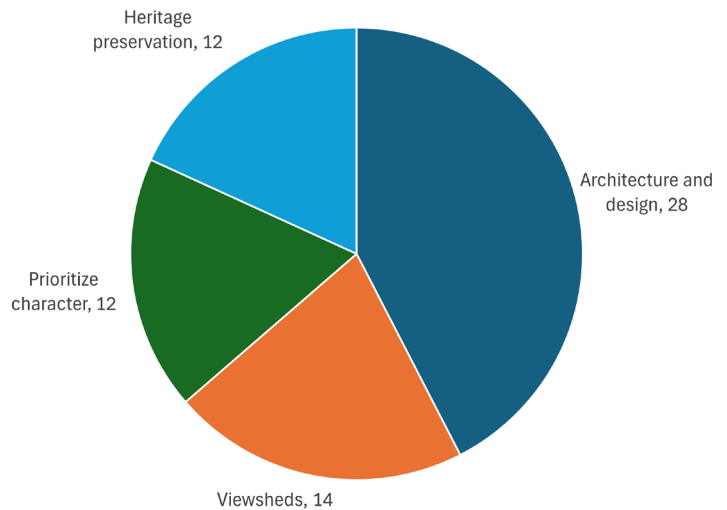


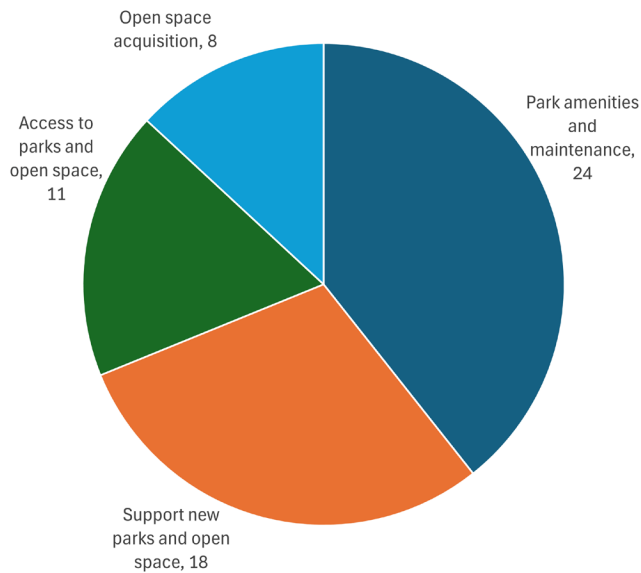
SAFETY

The 70 comments in the Safety theme fell into three categories: comments on the related hazards of wildfire and flooding; comments on evacuation routes, secondary access, and emergency response; and comments on community resilience, including mention of Resilience Hubs, building community connections, and supporting residents in need.

COMMUNITY CHARACTER

There were 66 comments on Community Character, many of which pointed out the lack of aesthetic language in the Plan and urged a stronger position on preserving aspects of Flagstaff's historical character and cultural resources. Comments suggested that aesthetics should be an important consideration in densification, and several comments emphasized the importance of viewsheds.



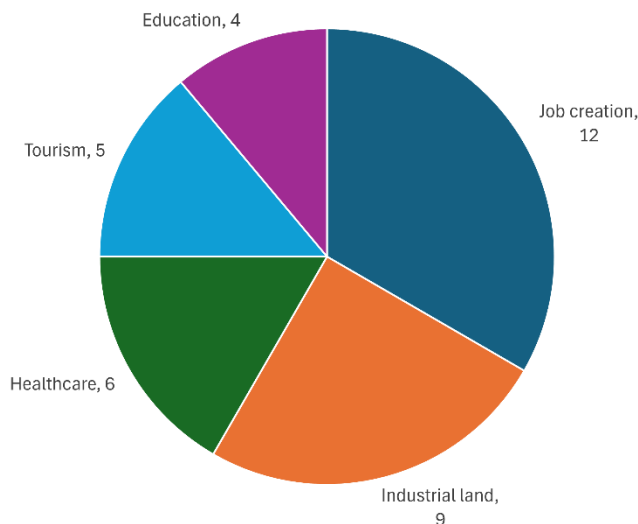
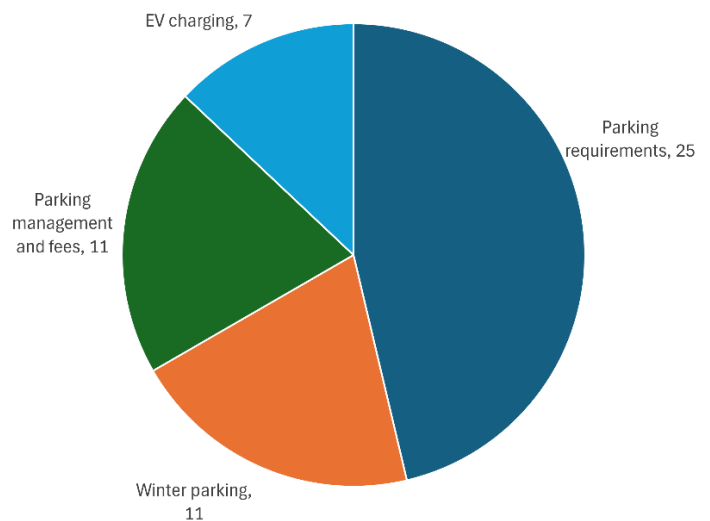


PROS

The majority of PROS comments expressed support for acquiring new parks and open space and increasing access to these places. Other comments provided suggestions on park amenities and programming and surfaced concerns about maintenance and impacts on surrounding neighborhoods for regional parks.

PARKING

These comments largely advocated for flexibility in parking requirements. Several indicated support for the Plan’s proposal to reevaluate the City’s Winter Parking Ordinance, while a few maintained that changes were unnecessary. Managing demand for parking, such as through pricing, was mentioned in several comments. Lastly, a set of comments requested more language on EV charging.

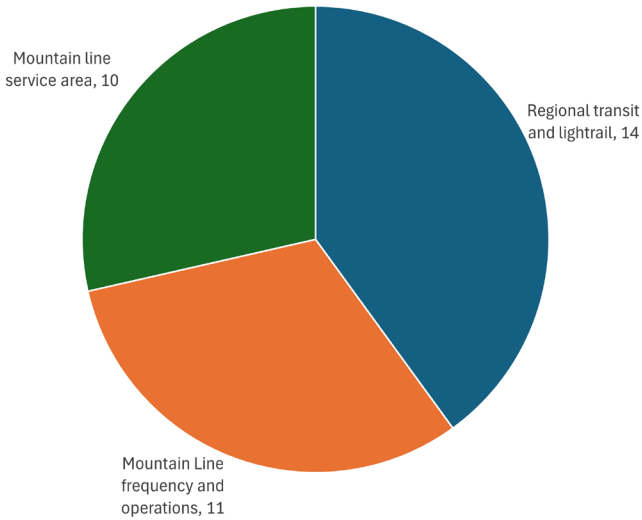


ECONOMY

Comments in the Economy theme emphasized the importance of creating high-paying jobs and green jobs. Other comments discussed the lack of affordable industrial land and compatibility between industry and surrounding land uses. There were also suggestions to add more on the healthcare, tourism, and education sectors of the economy.

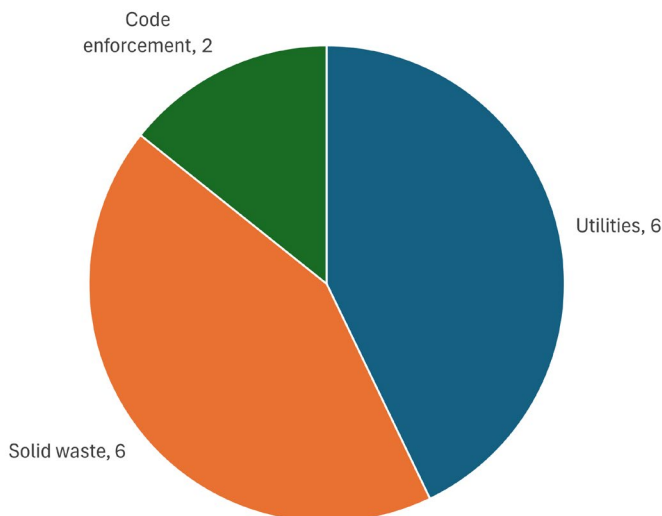
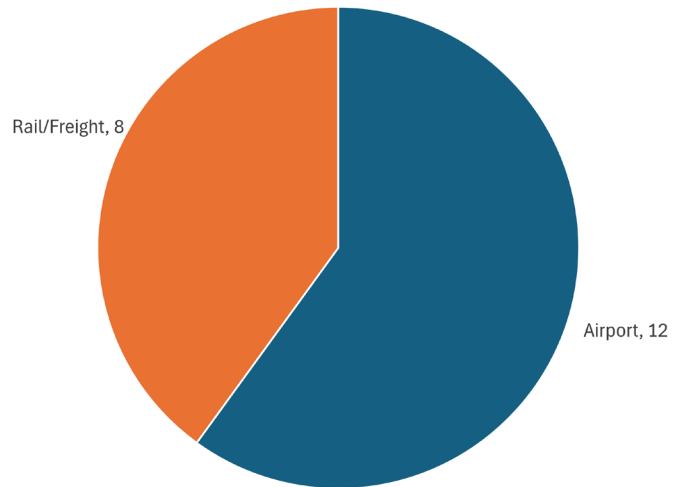
TRANSIT

Many Transit commenters wanted to see a stronger vision for regional transit in the Plan. There were also comments suggesting improvements to the existing bus system, operated by Mountain Line. These included comments on frequency and bus rapid transit, bus fares, adding stops, and expanding Mountain Line's service area.



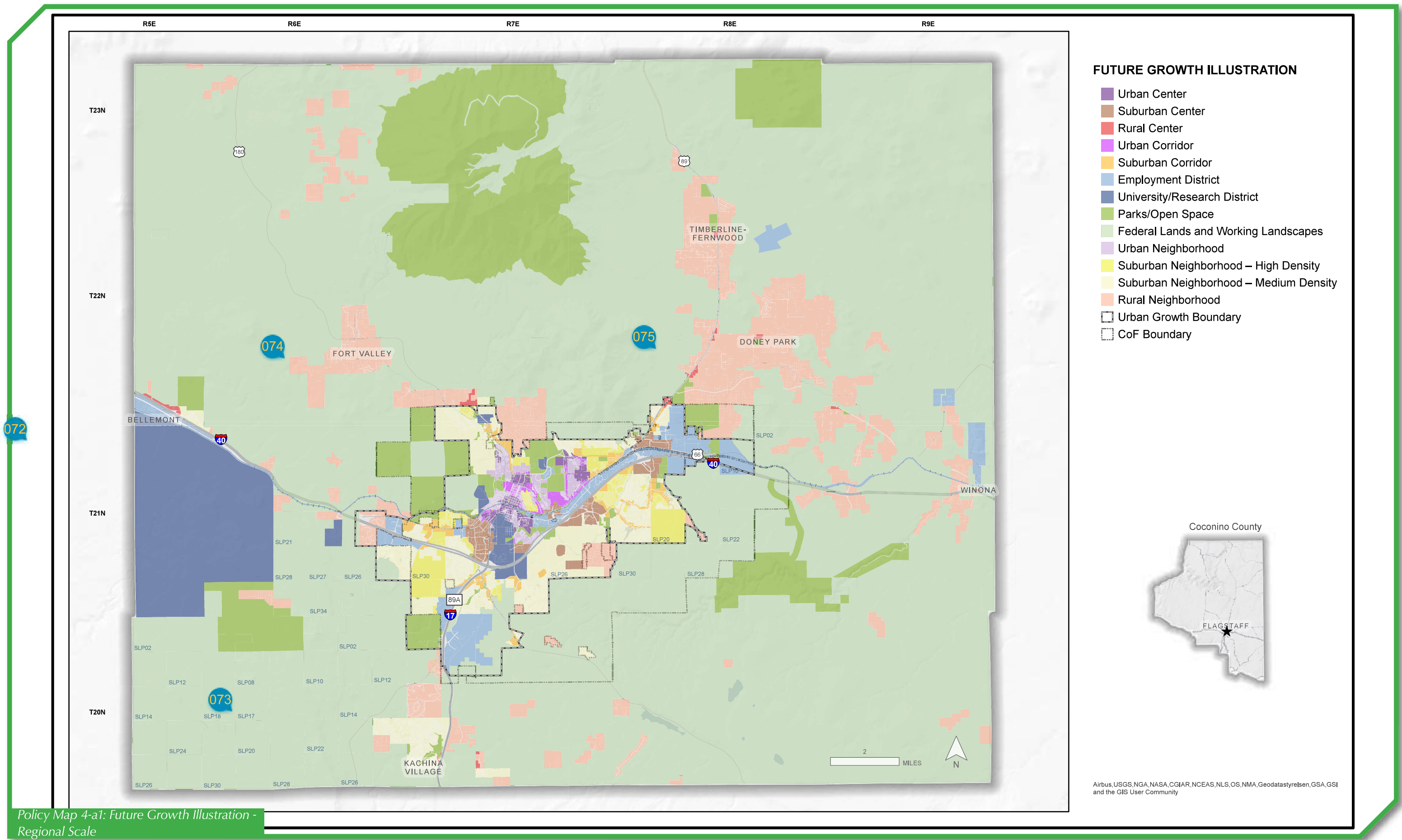
AIRPORT, RAIL, FREIGHT

Comments on Pulliam Airport concerned carbon emissions associated with air travel, transit connectivity, and development in the airport's vicinity. Rail and Freight comments discussed safe railroad crossings, carbon emissions and sustainability, and the location of rail infrastructure.



GOVERNMENT SERVICES AND UTILITIES

This final theme covered a small set of comments on a range of topics: data centers, utility infrastructure, the Cinder Lake Landfill, and City code enforcement.



Policy Map 4-a1: Future Growth Illustration - Regional Scale

#072

Posted by **Michele James** on **11/30/2024** at **12:08pm** [Comment ID: 1757] - [Link](#)

Agree: 0, Disagree: 0

Agree with Erin Young's comment to include the Water Resources Plan in this list as many don't even know it exists and it provides much of the detail that will influence water management within the city.

#073

Posted by **Michele James** on **11/30/2024** at **12:43pm** [Comment ID: 1759] - [Link](#)

Agree: 0, Disagree: 0

Include definitions of "entitlements," "dedications," and abandonments."

#074

Posted by **Zenya Ledermann** on **12/18/2024** at **7:20pm** [Comment ID: 2508] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

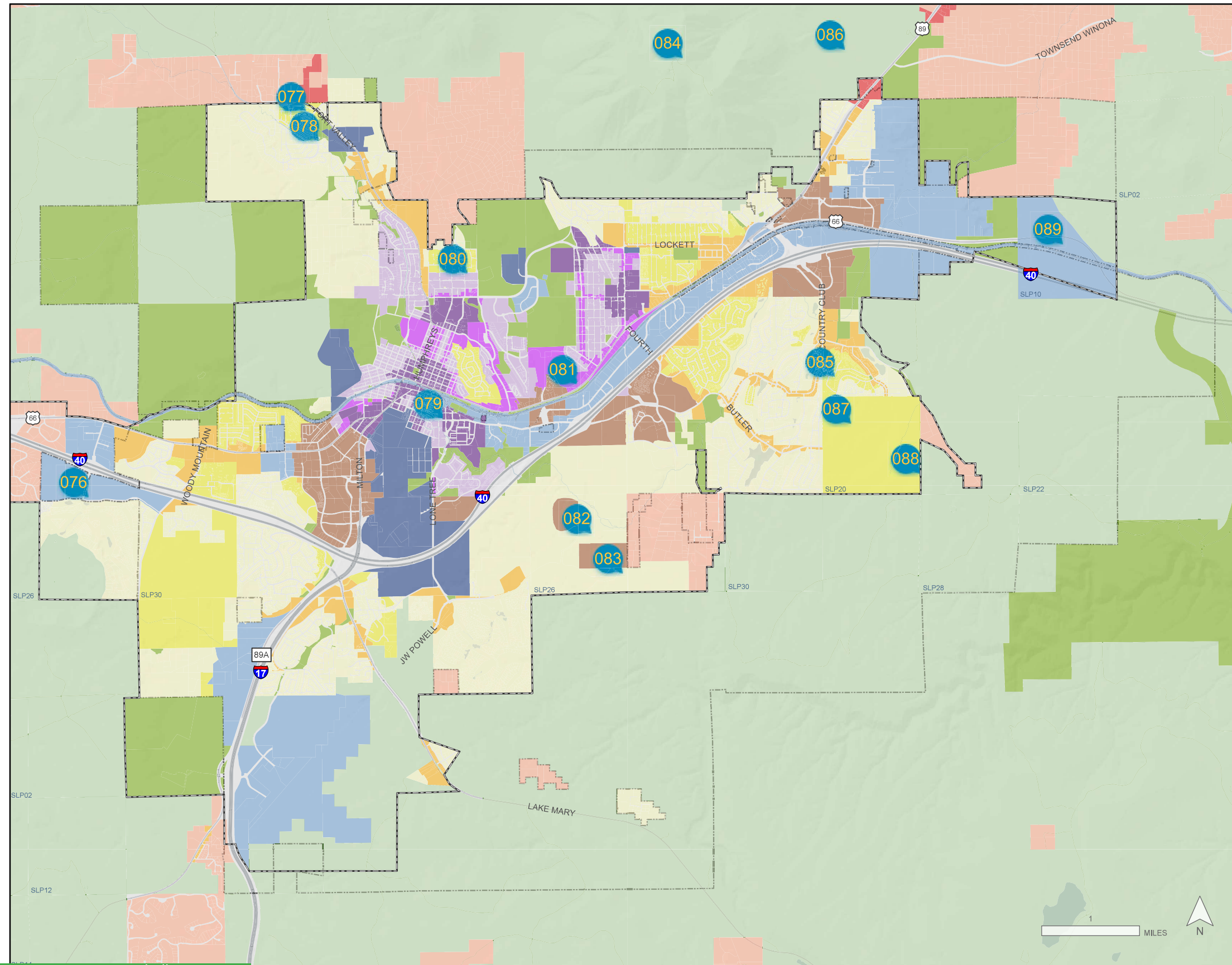
Ag production can and should be able to occur outside of just the pink areas! Zoning should be appropriate for such activities

#075

Posted by **Michele James** on **11/30/2024** at **12:22pm** [Comment ID: 1758] - [Link](#)

Agree: 0, Disagree: 0

We suggest simplifying the language in this illustration as it contains a lot of planning terms and is difficult for the general public to understand. In places where such language is necessary, provide pop-up definitions for terms such as "entitlements," etc. If this Pyramid is primarily for use by staff, move it to an appendix and/or ADD another visual diagram that more simply explains the planning process. A linear diagram is recommended. This would allow more clarity



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

092
090
091



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

Policy Map 4-2: Future Growth Illustration - City Scale

#076

Posted by **Marilyn** on **11/18/2024** at **5:32pm** [Comment ID: 1677] - [Link](#)

Agree: 0, Disagree: 0

see my comments about gateway corridors on the east entrance to town.

#077

Posted by **Daniel** on **10/21/2024** at **12:22pm** [Comment ID: 1462] - [Link](#)

Question

Agree: 0, Disagree: 0

What does the color red designate in this area of the map, and is this a current or possible future designation?

#078

Posted by **Celia Barotz** on **12/14/2024** at **5:59pm** [Comment ID: 2252] - [Link](#)

Question

Agree: 0, Disagree: 0

From what I can tell, this is part of the Cheshire neighborhood. Can you explain why the Future Growth Illustration Map shows that part of Cheshire is Suburban Neighborhood High Density and the other part is Suburban Neighborhood Medium Density? It's difficult to understand why the map would allow 40 duac in this area (SNHD allows 10-40 duac) given that the area has only one small commercial use (a gas station and convenience store) and it is miles from the an Urban Center.

#079

Posted by **Zak** on **11/16/2024** at **6:13pm** [Comment ID: 1601] - [Link](#)

Agree: 0, Disagree: 0

I would like to see all of these up-zoned once or a block or two expanded from the center out.

#080

Posted by **Celia Barotz** on **12/17/2024** at **6:31pm** [Comment ID: 2441] - [Link](#)

Question

Agree: 0, Disagree: 0

Can you explain the rationale for NOHO (North of the Hospital) being divided into two densities on the map?

#081

Posted by **Celia Barotz** on **12/14/2024** at **6:01pm** [Comment ID: 2254] - [Link](#)

Question

Agree: 0, Disagree: 0

I think this is the property of the Catholic Church. Can you explain the rationale for designating this property as Urban Corridor instead of Urban Neighborhood?

#082

Posted by **Marilyn** on **11/18/2024** at **1:45pm** [Comment ID: 1660] - [Link](#)

Agree: 2, Disagree: 0

The brown spot is a proposed resort and golf course that the developers would like to see. I oppose giving tacit agreement in our regional plan for this type of activity in an area where we are

paying a portion of the infrastructure improvements enabling this. Our public funds should go to the kind of development we want to encourage - not second home, not golf courses and not resorts for the wealthy.

#083

Posted by **Marilyn** on **11/18/2024** at **1:50pm** [Comment ID: 1661] - [Link](#)

Agree: 2, Disagree: 0

It is unclear why we would also identify this area as a suburban center. Another area where the developer has requested this type of zoning. I don't think that our regional plan should be giving the go ahead to development approvals for specific landowners and individual parcels without more vetting from the public as to whether the locations chosen are suitable.

#084

Posted by **Celia Barotz** on **12/14/2024** at **6:00pm** [Comment ID: 2253] - [Link](#)

Question

Agree: 0, Disagree: 0

Can you provide this map with more street names so those using the map can be more certain about what's where?

#085

Posted by **Celia Barotz** on **12/17/2024** at **6:33pm** [Comment ID: 2442] - [Link](#)

Question

Agree: 0, Disagree: 0

Can you explain what the vision is for the Suburban Corridor running through Continental Country Club?

#086

Posted by **Celia Barotz** on **12/14/2024** at **7:21pm** [Comment ID: 2272] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

The Future Growth Illustration map in the 2030 plan identifies natural resource areas. It would be helpful to include this same information in the proposed 2045 map.

#087

Posted by **Sat Best** on **12/11/2024** at **9:18am** [Comment ID: 2167] - [Link](#)

Agree: 0, Disagree: 0

I heartily agree with Marilyn's comment on this parcel. If we invest in land we can make deals with developers and get the kind of projects we want that can be restricted, at least in part, to affordable units for local residents. Without a stake in the development process we risk being dominated by the wealthy and the second home/vacation rental market.

#088

Posted by **Marilyn** on **11/18/2024** at **1:55pm** [Comment ID: 1662] - [Link](#)

Agree: 4, Disagree: 0

How are we going to influence what can happen on these state land parcels after they are purchased? Currently we are seeing proposals for resorts and golf courses on recently purchased state lands. It seems that if we are going to get the desirable outcomes on the vacant parcels of land on the outskirts of the city we need to purchase them in order to control what kind of development happens there. We purchased state lands for open space. Maybe we should purchase them as investments in our future to create what this plan is proposing.

#089

Posted by **Marilyn** on **11/18/2024** at **5:31pm** [Comment ID: 1676] - [Link](#)

Agree: 1, Disagree: 0

As a gateway to our community If employment is going to be a long this corridor I would like to see landscaping elements that hide what may be unsightly features of facilities like this. This goes for the West entrance to town as well. The first introduction to lots of small towns is this industrial sector on the outskirts. I would encourage us to showcase our street frontage with the trees native to the area.

#090

Posted by **Paul Moore** on **12/19/2024** at **3:41pm** [Comment ID: 2723] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

I would suggest that the category Centers, Corridors and Neighborhoods should roughly match with levels of desired change. In other words, Centers are where we expect a lot of increased density, Corridors where there will be moderate change and Neighborhoods where we'd like to preserve the form and quality with minimum carefully planned infill.

On the other hand, when I look at this plan it looks like all existing residential areas will be subject to change, all the way from greenfield development of suburban sprawl to pressure on historic neighborhoods to dramatically increase density.

I'm for increased densities, but it seems like the map could be a lot more careful and specific about where that occurs. For example, why not JW Powell?

#091

Posted by **Paul Moore** on **12/19/2024** at **4:21pm** [Comment ID: 2735] - [Link](#)

Question

Agree: 0, Disagree: 0

This map appears to indicate that all of the existing Flagstaff neighborhoods that are currently most walkable are proposed to be dramatically upzoned, while existing neighborhoods that are currently suburban and not very walkable, are proposed to remain substantially the same. Furthermore, all of the land around JW Powell is low density.

Am I wrong? This seems backward to me. Per my previous comment, my expectation had been that existing walkable neighborhoods would be preserved with careful small scale infill. Certain very specifically identified areas within existing neighborhoods could be targeted for dramatic density increases with mixed uses. And then why not absolute minimums inside the Urban Growth Boundary to achieve long term walkability through out the city.

Reply by **Paul Moore** on **12/19/2024** at **4:57pm** [Comment ID: 2743] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

To be clear, I would expect that central areas would be higher density and areas further out would be lower density. However, perhaps the map needs fine tuning in terms of considering the value of existing neighborhoods and encouraging new greenfield development to also be higher density.

#092

Posted by **Celia Barotz** on **12/14/2024** at **7:14pm** [Comment ID: 2270] - [Link](#)

Question

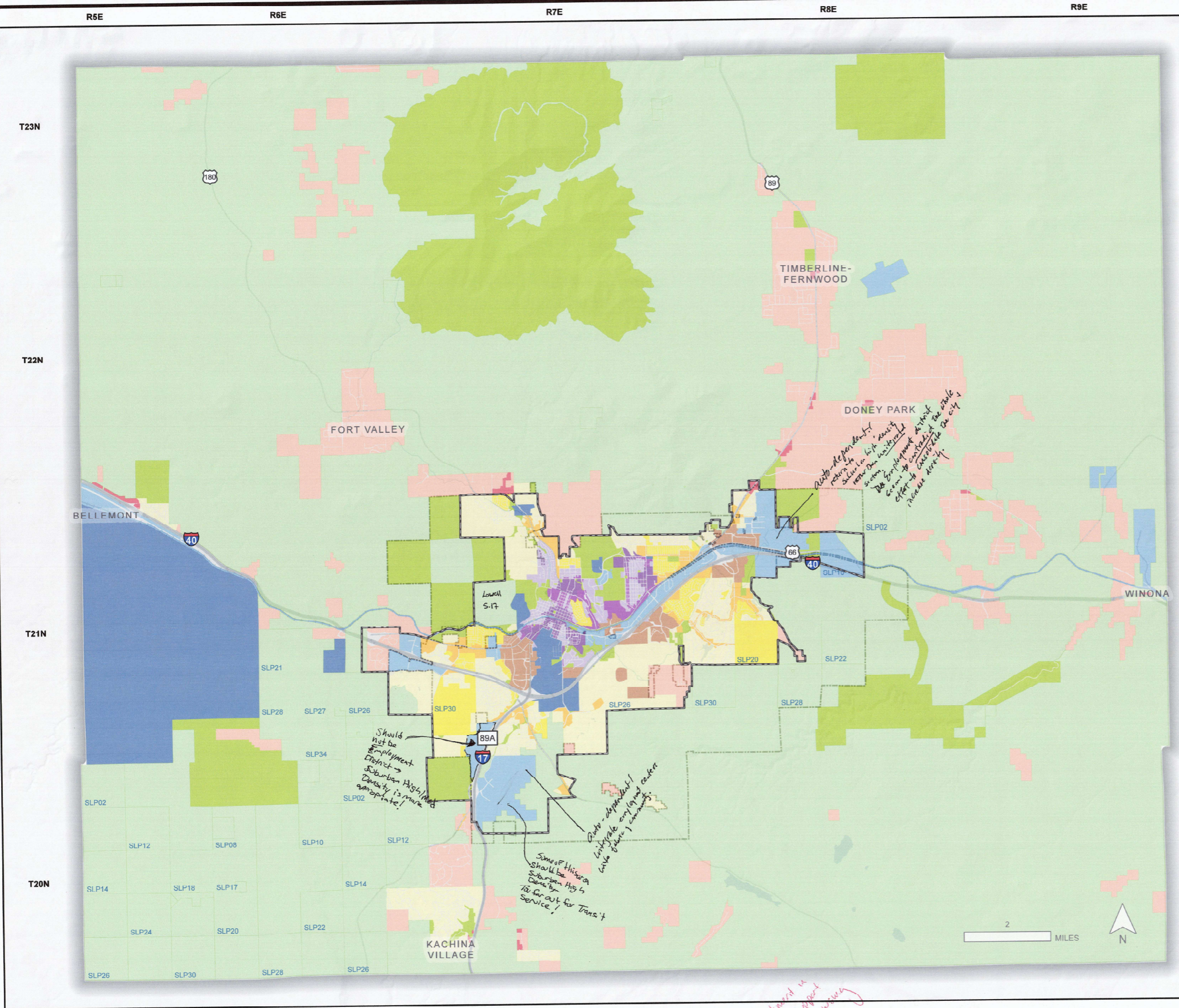
Agree: 0, Disagree: 0

Can you explain how the land use designations for this map were determined? For example, why are some areas designated Urban Center as opposed to Urban Neighborhood and vice versa? Can you explain why the Milton corridor and a portion of the West Route 66 corridor designated as Suburban Center rather than Urban Center or Urban Neighborhood? (It's possible to see the designation of Suburban Center in these areas as representing these area's current condition rather than what they could become.)

ILLUSTRATION

*delete
 suburban corridor
 as a development goal.
 Integrate these businesses into
 high density areas. We need to
 encourage strip mall
 development + spread in car-
 dependent + sprawl. Do
 not plan to diminish
 suburban corridor.*

- 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



*Should not be
 Employment
 District -
 Suburban High/Med
 Density is more
 appropriate!*

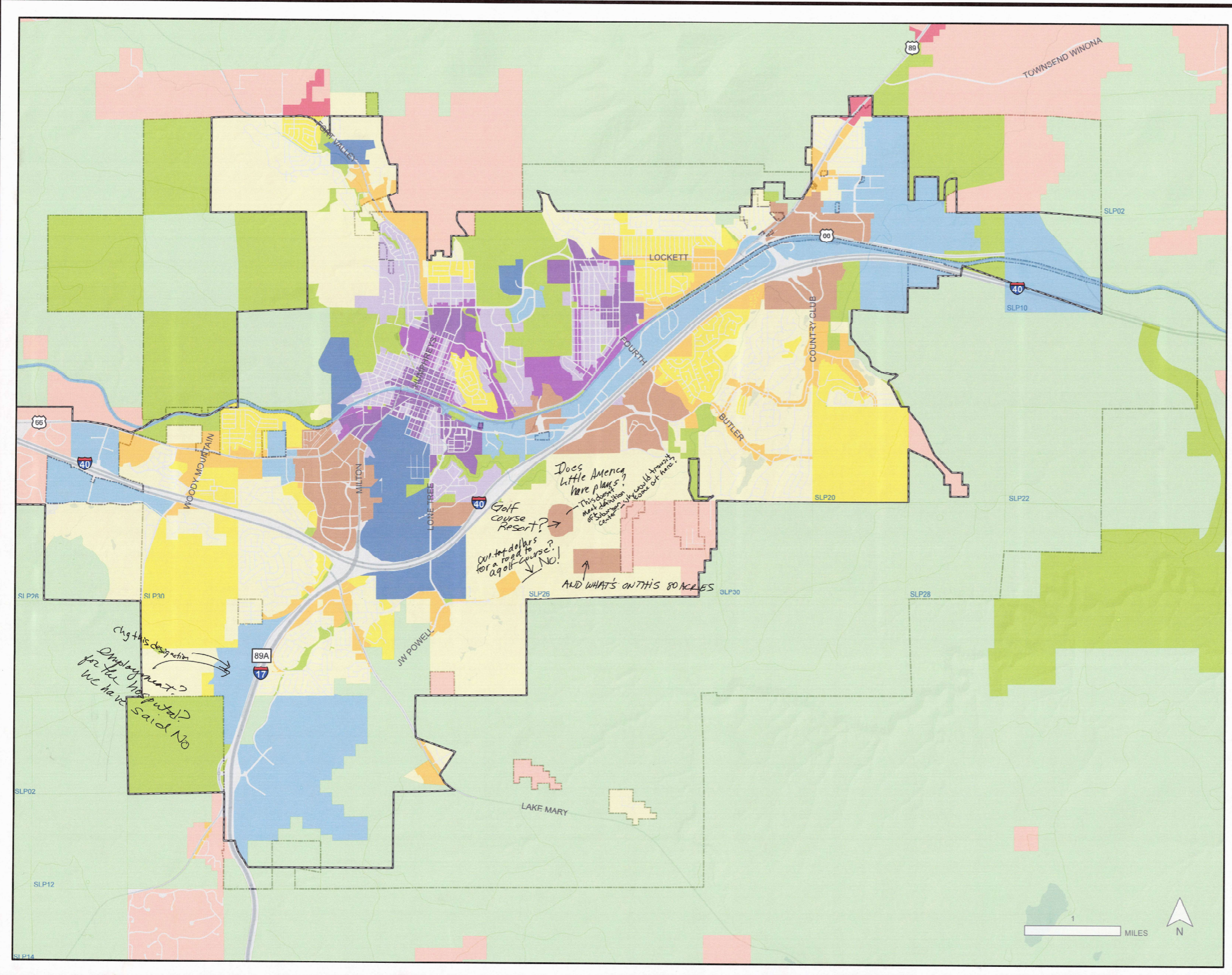
*Some of this area
 should be
 Suburban High
 Density
 far out for Transit
 Service!*

*Quality of life density
 return to high density
 urban core
 some
 The employment district
 can be constructed on whole
 offer to contribute to city
 revenue density*

*The highest part of
 strip should support
 higher density housing*

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

11/13/24



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
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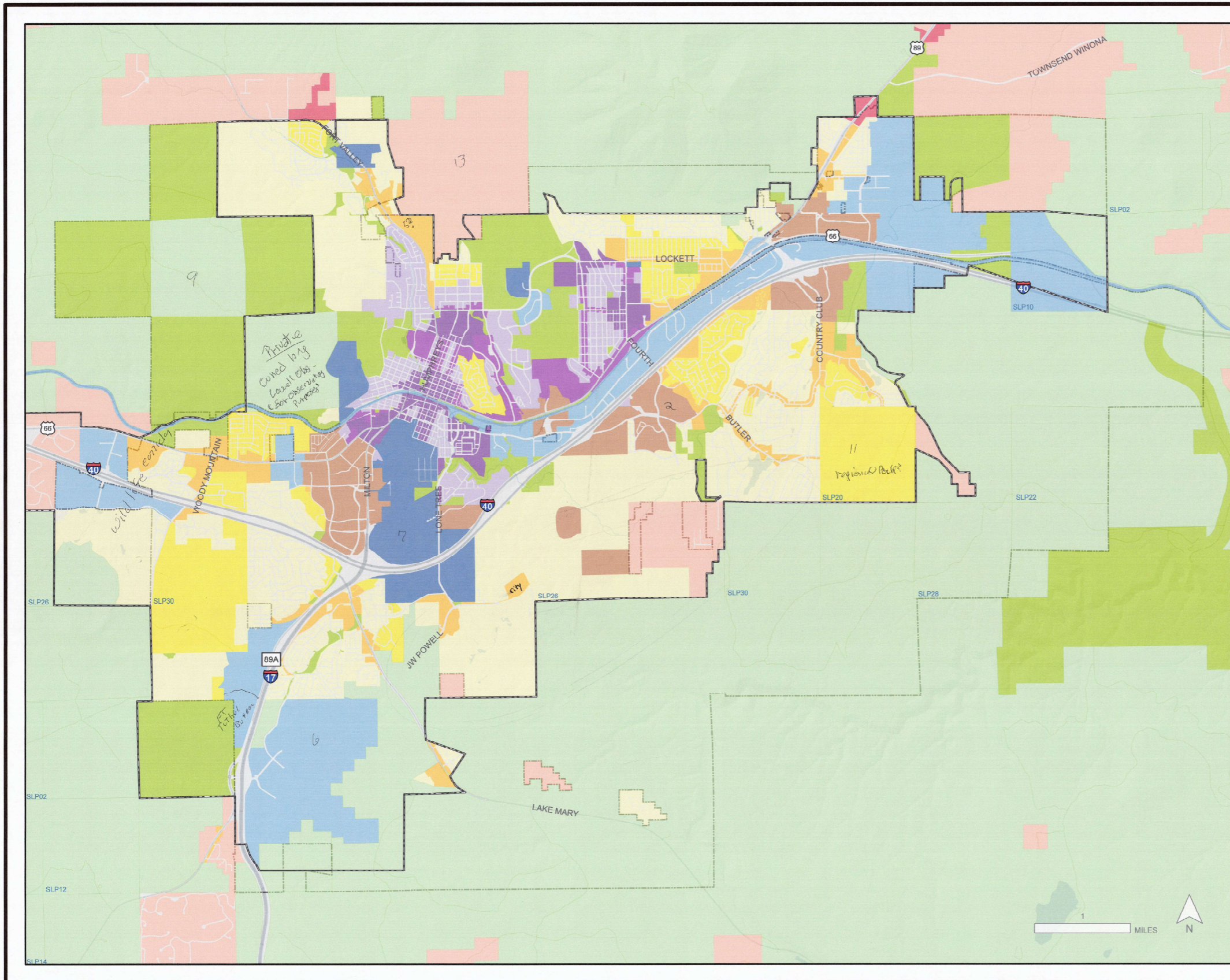
These colors are way too similar



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FUTURE GROWTH ILLUSTRATION

- 1 Urban Center
- 2 Suburban Center
- 3 Rural Center
- 4 Urban Corridor
- 5 Suburban Corridor
- 6 Employment District
- 7 University/Research District
- 8 Parks/Open Space
- 9 Federal Lands and Working Landscapes
- 10 Urban Neighborhood
- 11 Suburban Neighborhood – High Density
- 12 Suburban Neighborhood – Medium Density
- 13 Rural Neighborhood
- Urban Growth Boundary
- CoF Boundary



*Private
owned by
local org -
conservation
purpose*

Regional Park?

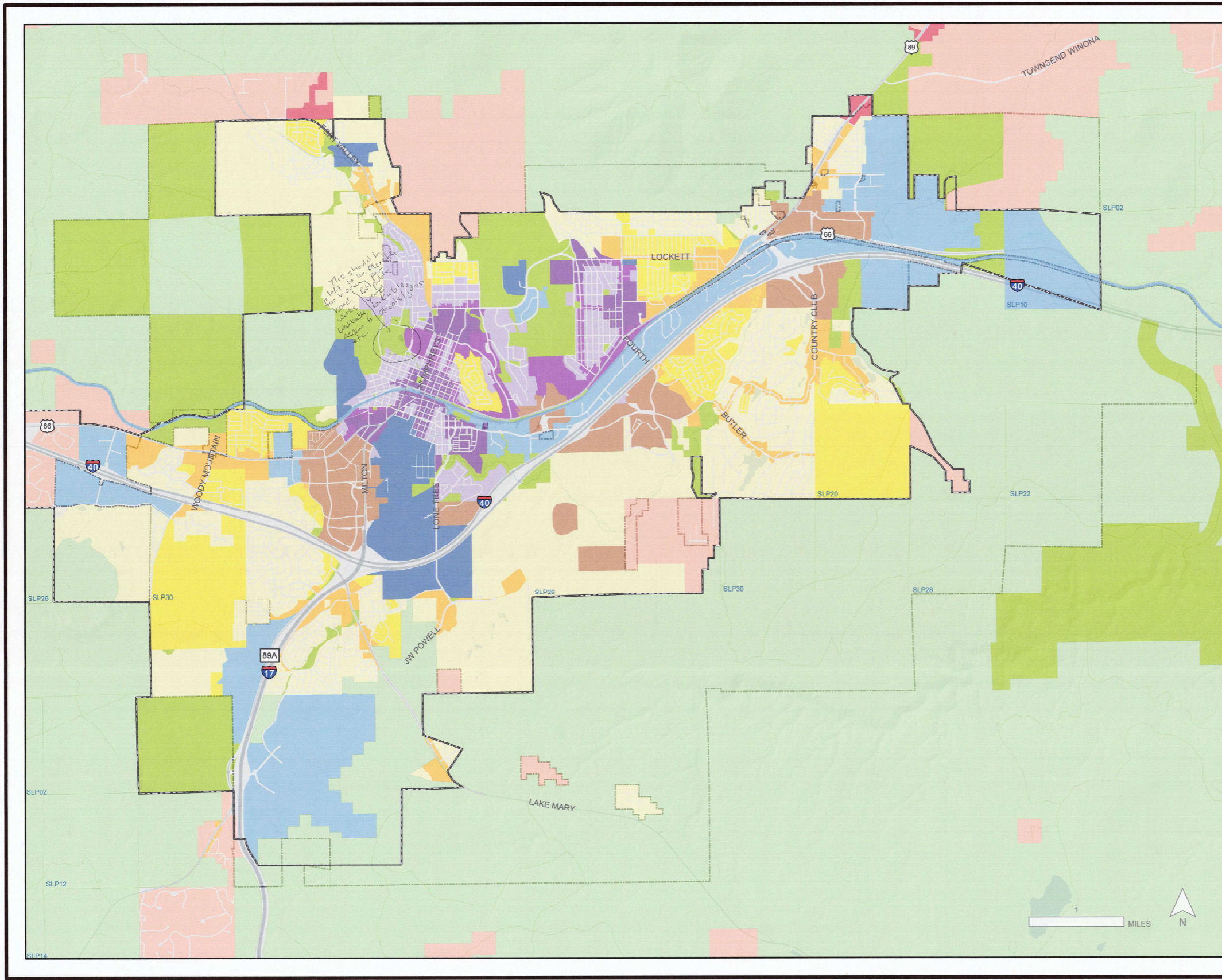
*Better definition
Add numbers to example parcels
to help color blind folks*



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