STL 290
Specific Plan

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TEAM FLAGSTAFF
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STL 290 Specific Plan

Request

- A request for adoption of the STL 290 Specific Plan, a regulating document for approximately 290 acres of State Trust land (Certificate of Purchase No. 53-120834) located northeast of Pine Canyon Estates along the planned J.W. Powell Boulevard extension.
- The Specific Plan accompanies two concurrent Concept Zoning Map Amendment cases that propose rezoning portions of the property from Rural Residential (RR) with the Resource Protection Overlay (RPO) to a combination of Single-Family Residential (R1-RPO), Medium Density Residential (MR-RPO), Suburban Commercial (SC-RPO), and Highway Commercial (HC-RPO).

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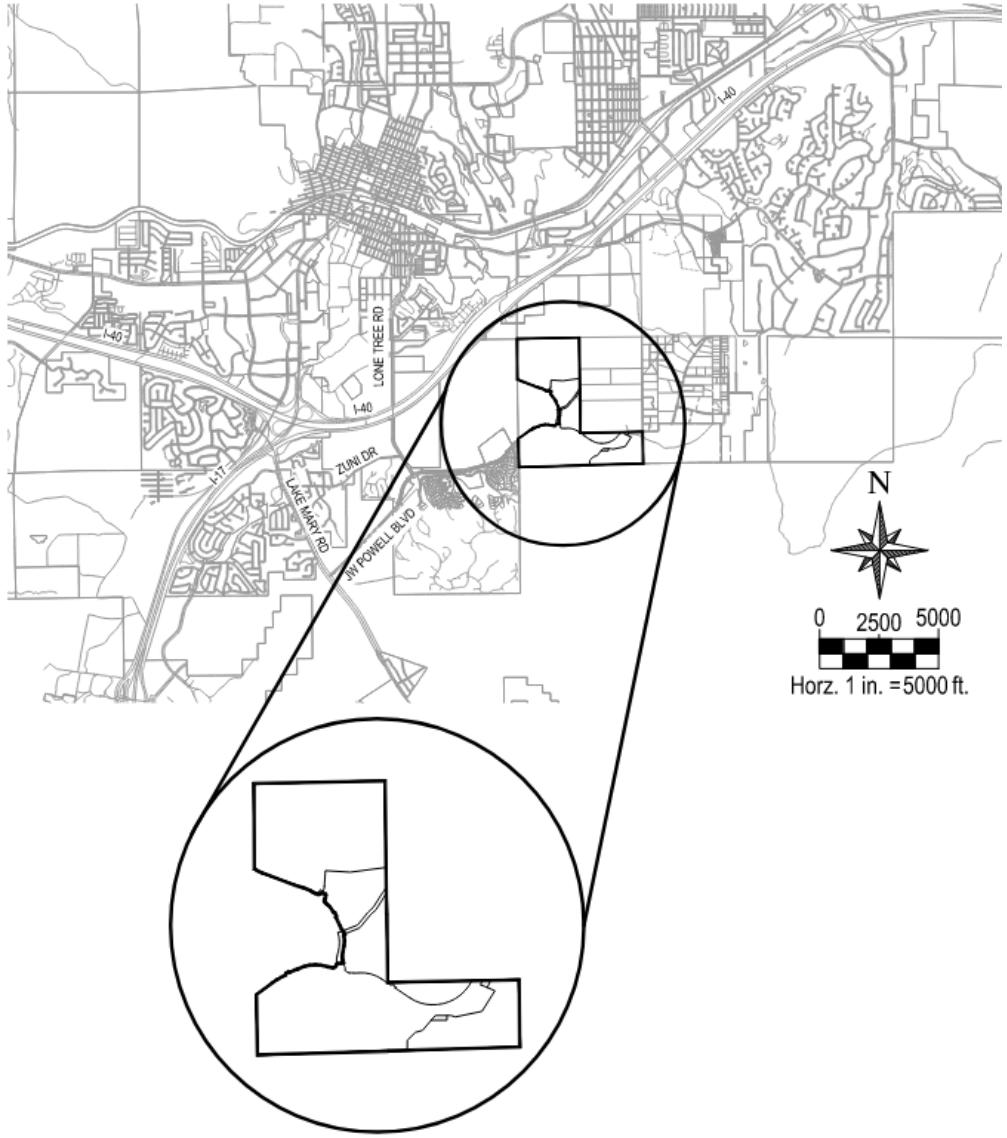
Subject Property

Existing Conditions

- The subject property is approximately 210 acres of undeveloped land.

Proposed Development

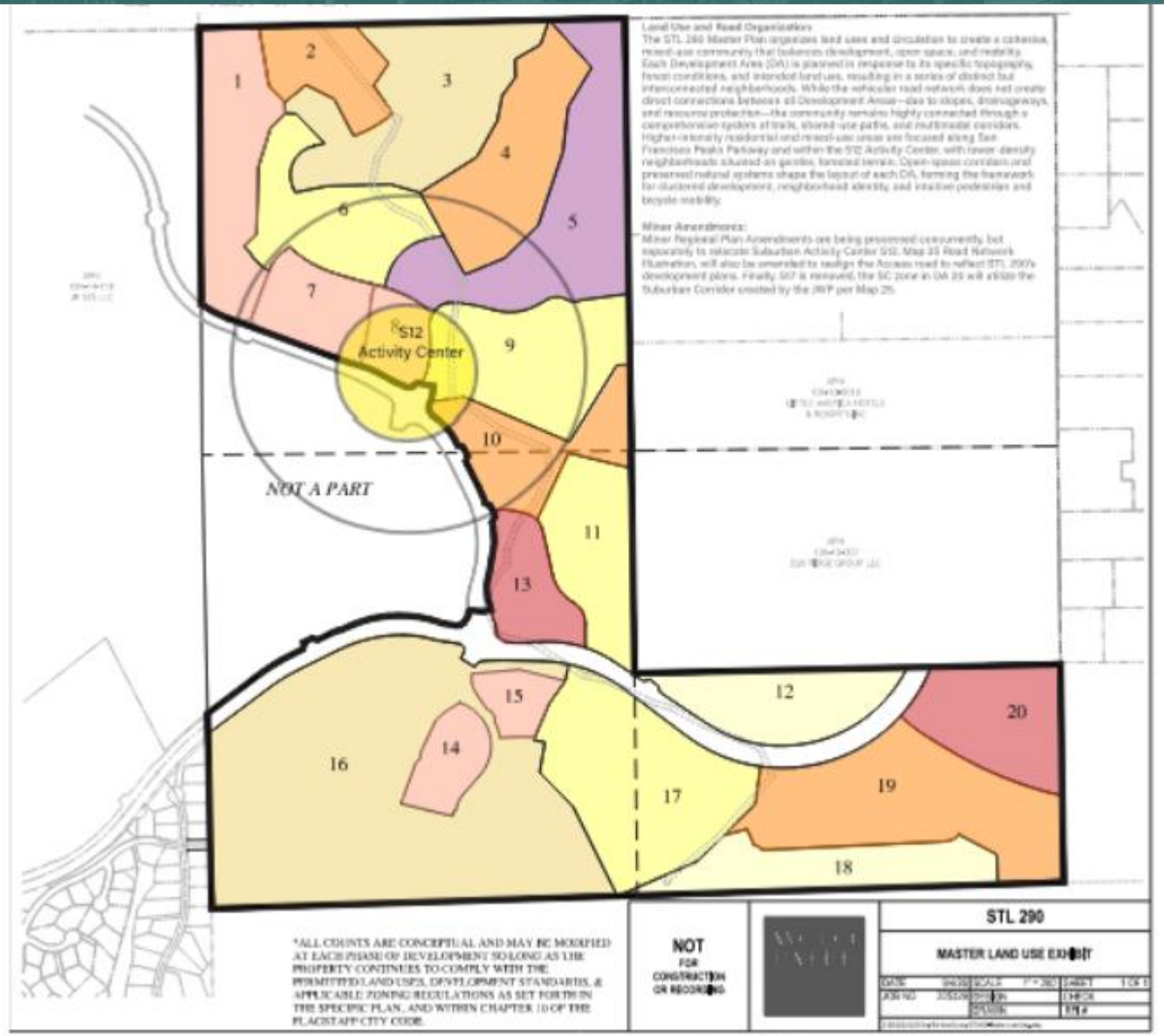
- A mixed-use development consisting of:
  - 785 proposed dwelling units,
  - 120-key travel accommodation use,
  - estimated 80,000 square feet of commercial space,
  - natural and recreational spaces.



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Specific Plan

- Defines land use, zoning, infrastructure, and development standards for approximately 290 acres of State Trust Land.
- 20 Development Areas (DA) with proposed zoning classifications of RR, R1, MR, SC, and HC.
- Establishes designated open space, parks, and multimodal trail corridors.
- Outlines required water, sewer, drainage, and public-service infrastructure.
- Provides a phased approach for constructing roads, utilities, and amenities.



STL 290 DEVELOPMENT AREA MAP

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Modifications to Density requirements

- Increases minimum density allowed in the RR zone. The Zoning Code allows a density range of 0-1 units per acre. The Specific Plan requires a density of 0.8-1 units per acre in DA 3.
- Increases minimum density allowed in the R1 zone. The Zoning Code allows a density range of 2-6 units per acre. The Specific Plan requires a density of 4-6 units per acre in DA 2, 4, 6, and 9.
- Increases minimum density allowed in the MR zone. The Zoning Code allows a density range of 6-14 units per acre. The Specific Plan requires a density of 12-14 units per acre in DA 1 and 7 and 11-14 units per acre in Development Area 8.

Land Use Permissions (Allowed Uses Table)

- Prohibits One Unit Residential Development use in DA 1, 7, 8, 14, and 15.
- Allows Golf Course and Related Facilities use without a Conditional Use Permit in DA 16.

Modifications to Height requirements

- The maximum building height in the RR zone is 35 ft per the zoning code. The Specific Plan allows for up to 48 ft in DA 16 to allow for a viewing tower.
- The maximum building height in the R1 zone is 35 ft per the zoning code. The Specific Plan allows for up to 48 ft in DA 2, 10, and 19 and up to 60 ft in DA 4, 14, and 15.
- The maximum building height in the MR zone is 35 ft per the zoning code. The Specific Plan allows for up to 60 ft in DA 1, 7, and 8.
- The maximum building height in the HC zone is 60 feet per the zoning code. Additional height in the HC zone is permitted with a Conditional Use Permit. The Specific Plan allows for up to 5 stories / 75 ft.
- The maximum building height in the SC zone is 35 feet per the zoning code. The Specific Plan allows for up to 4 stories / 60 ft.

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Modifications to Setbacks

- Minimum Setbacks per code requires a 20 ft front setback for parking. This requirement is removed by the Specific Plan in the DA zoned RR, R1, and MR. (DA 16 is not included.)
- The Specific Plan increases the side setback in the R1 zoned DA from 3 ft to 5 ft, except in DA 14, 15, and 19 where the side setback is reduced to 0 ft. The zoning code allows for a 0 ft setback for attached single-family dwellings.
- The Specific Plan decreases the side setback in the MR zoned DA from 3 ft to 0 ft. Code allows for a 0 ft setback for attached single-family dwellings.

Planned Residential Development Modifications

- Applies PRD standards site-wide rather than per-phase,
- Counts open space collectively,
- Meets PRD points through community-scale amenities rather than parcel-specific features.

Block Length and Street Connectivity Standards

- The Specific Plan states that the street layout in the Activity Center will not meet the Regional Plan's desired pattern/block size.
- The street network in the DA 1, 4, 5, 6, 7, 8, 9, and 10 may have cul-de-sacs and blocks that exceed the desired maximums due to topographic constraints.
- The plan proposes alternative pedestrian connections to substitute for vehicular block requirements.

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Community Services Impact Analysis

- The Public Services Impact Analysis review, including Transportation, Water, Wastewater and Stormwater are included within the Concept Zoning Map Amendment.
- The Public Service Impact Analysis is also part of the Specific Plan requirements. The following analysis review is required as part of the Specific Plan review and analysis only.

Police and Fire

- Increase demand for police services due to added residential, commercial, and lodging uses. Traffic enforcement demands will rise due to new roadway connections.
- The Flagstaff Police Department is the serving agency, with its main station located approximately 2.9 miles from the site. Current FPD performance indicates it can absorb short-term increases in calls, supported by ongoing crime-reduction success and community-policing programs.
- Overall, STL 290 is not expected to overburden police services in the near term, but long-term growth will require continued coordination with FPD.

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Police and Fire

- Located in Fire District #6 and is within response range of several stations, including Station #4 (approximately 3 miles away). Average FFD response times are within NFPA standards, suggesting existing service capacity is adequate for initial phases of development.
- Increase emergency-medical calls and wildland-urban interface (WUI) exposure due to adjacency to open space.
- Overall, STL 290 is not projected to strain fire services initially, but growth may necessitate additional staffing, equipment, or facilities to maintain service levels.

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School

- Projected to generate approximately 226 students at full buildout, distributed across Kinsey, MEMS, and Flag High, all of which currently have adequate capacity due to district-wide declining enrollment trends.
- The analysis notes that STL 290's enrollment contribution may assist FUSD in stabilizing schools located in the District's southern area and may necessitate future boundary adjustments to balance utilization.
- FUSD letter (attached) expresses support for the project and affirms the District's readiness to serve future students, indicating confidence in its ability to accommodate enrollment from the development at all grade levels.

Economic Development

- Construction projected to support an average of 1,600 jobs per year in Coconino County, including 1,026 direct construction jobs. Total annual labor income from construction activity is estimated at approximately $90.7 million.
- At full buildout, the development is expected to generate roughly $6 million annually in recurring City revenue through property taxes, state-shared revenues, sales taxes, BBB taxes, and franchise fees, in addition to a one-time construction sales-tax payment of $12.3 million.
- Approximately 80,000 square feet of commercial development, generating an estimated 277 jobs, and lodging operations that are projected to produce $41 million annually in revenue.
- The residential component—approximately 785 households—is anticipated to further stimulate the local economy through household spending on goods and services.

Parks & Recreation

- Includes approximately 15 acres of publicly accessible, privately funded neighborhood-scale parks located within walking distance of most residential units.
- Internal system of multi-use trails that connects to the Arizona Trail, the J.W. Powell Boulevard trail corridor, and other existing regional routes, improving overall recreational connectivity.
- Preservation of natural open-space areas.

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Findings

The Planning and Zoning Commission shall find that the proposed STL Specific Plan meets the requirements of the General Plan and Subdivision Code (City Code Title 11). In considering the request for adoption of this Plan, the goals and policies should be considered to ensure that the Plan is in conformance with the overall vision. "The Flagstaff Regional Plan establishes the vision for the future growth and development of Flagstaff and its surrounding area through goals and policies" (p.III-4). "General plans are not static documents; they recognize growth as a dynamic process, which may require revisions to the plan as circumstances or changes warrant" (p.III-1).

Flagstaff Regional Plan 2030 Area Type

- Classified as a Future Suburban Neighborhood
- Located within the City's Urban Growth Boundary and is intended to accommodate new suburban residential neighborhoods supported by commercial services and multimodal transportation corridors.

A Suburban Neighborhood is characterized by: *primarily residential development* at low to moderate densities; a transition between rural areas and more intense urban places; feature a connected street pattern; access to parks and open space; and local trail and sidewalk networks that support walking and biking.

Designed to function as complete, livable communities that rely on nearby activity centers and corridors for services, employment, and higher-density housing opportunities.

Flagstaff Regional Plan 2030 Place Type

- A Suburban Activity Center is a mixed-use focal point within the suburban area type. It is planned to include a combination of commercial, employment, public facilities, and higher-density residential uses organized in a compact, walkable pattern. These centers are intended to serve surrounding neighborhoods by providing daily goods and services within short travel distances. Development within an activity center typically includes smaller block patterns, pedestrian-scaled design, and multimodal access. Housing densities are highest closest to the center, with transitions to lower-density residential forms outward into the surrounding neighborhoods.

Flagstaff Regional Plan 2030 Place Type

- A Suburban Corridor is a linear area along a major roadway that accommodates a mix of land uses oriented towards both local and regional travel. These corridors are intended to support multimodal transportation—including walking, bicycling, transit, and vehicles—and are often lined with commercial, mixed-use, or medium-density residential development. The corridor framework provides structure for suburban growth by linking neighborhoods and activity centers and establishing predictable development intensity along designated transportation routes. Streetscape and access management elements are emphasized to balance mobility with place-making and safety.

Environmental Planning and Conservation

- Goal E&C.2. Achieve carbon neutrality for the Flagstaff community by 2030.
- Policy E&C.2.1 Encourage the reduction of all energy and material consumption, by concentrating development in walkable areas.
- Policy E&C.3.3. Invest in forest health and watershed protection measures, by protecting drainageways, slopes, and forest stands to reduce climate-related hazards.
- Goal E&C.6. Protect, restore and improve ecosystem health and maintain native plant and animal community diversity across all land ownerships in the Flagstaff region.
- Policies E&C.6.2, 6.3, 6.4, 6.8 by preserving forests, riparian areas, wildlife routes, and using native landscaping.

Open Space and Recreation

Goal OS.1 The region has a system of open lands, such as undeveloped natural areas, wildlife corridors and habitat areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health, by using open space for non-motorized connectivity and integrating natural features into neighborhoods.

Water Resources

- Goal WR.3 Satisfy current and future human water demands and the needs of the natural environment through sustainable and renewable water resources and strategic conservation measures.
- Policy WR.3.4. Use reclaimed water and rainwater harvesting wherever appropriate and practical.
- Policy WR.5.2. Incorporate pedestrian access, trails, and watchable wildlife opportunities into natural watercourses when practical.

Community Character

Policy CC.1.1. Preserve the natural character of the region through planning and design to maintain views of significant landmarks, sloping landforms, rock outcroppings, water courses, floodplains, and meadows, and conserve stands of ponderosa pine.

Growth Area and Land Use

- Policy LU.2.1. Design new neighborhoods that embody the characteristics of Flagstaff's favorite neighborhoods – that is, with a mix of uses, a variety of housing types and densities, public spaces, and greater connectivity with multimodal transportation options.
- Goal LU.13. Increase the variety of housing options and expand opportunities for employment and neighborhood shopping within all suburban neighborhoods.

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Transportation

- Goal T.1 Improve mobility and access throughout the region.
- Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.

Cost of Development

- Policy CD.1.5. Require that new development pay for a fair and rough proportional share of public facilities, services, and infrastructure.

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Housing

- Policy NH.1.6. New development, especially on the periphery, will contribute to completing neighborhoods, including interconnecting with other neighborhoods; providing parks, civic spaces, and a variety of housing types; and protecting sensitive natural and cultural features.
- The Specific Plan restricts the development of single-family residential housing in five areas (DA 1, 7, 8, 14, and 15).
- No Affordable Housing units are included in the proposal.

Economic Development

- Policy ED.6.1 Support and promote the diversification and specialization of the tourism sector, with heritage, eco-, and adventure tourism.

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Citizen Participation Plan

- The applicant held three neighborhood meetings on March 30, June 4, and September 10, 2026, at 5:30 PM. The first meeting had 5 attendees, the second meeting had 4 attendees, and the third meeting had 2 attendees.
- There were no questions or comments from the attendees.
- Specific Plans are required to have two Planning & Zoning Commission Hearings.
- Per A.R.S. Section 9-461, the proposal was submitted to required government agencies for a 60-day review and further comment on June 12, 2026.

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Recommendation

- Staff recommends the Planning and Zoning Commission forward the Specific Plan adoption request to the City Council with a recommendation for approval in accordance with the findings.