The Flagstaff Regional Plan is a planning document that serves as a roadmap to implement the community’s vision. This Plan is not intended to require or preclude any particular action and does not provide specific criteria. Development criteria and standards are located in other documents such as the Flagstaff Zoning Code.

This Plan should be viewed as a guide to better understand the community’s future vision for the area. The goals, policies, maps, and illustrations within this Plan do not preclude any property owner from exercising their private development rights.
ACKNOWLEDGMENTS

The Flagstaff Regional Plan 2030 is the result of the vigorous and dedicated effort of many people in our Greater Flagstaff community. The members of the Citizen Advisory Committee represent a broad spectrum of organizations and businesses, and citizens with a diversity of values and cultures. Their commitment will help us preserve and enhance what we value: the land we live in, the places we build and our neighbors. In addition, the general community was invited to give input on many occasions over a four-year period, which ensured that we were mindful of the values and ideals of our citizens throughout this process.

Regional Plan Citizen Advisory Committee (2009-2014)

Ben Anderson
Paul Babbitt (Chairman)
Carol Bousquet (Vice Chair)
Michael Chaveas
Bea Cooley
Jean Griego
Shaula Hedwall
Richard Henn
Maury Herman

Ken Kaemmerle
Susan Bean
Julie Leid
Judy Louks
Devonna McLaughlin
Jerome Naleski
Mike Nesbitt
Eva Putzova

Trish Rensink
William Ring
Larry Stevens
Eunice Tso
Don Walters
Cynthia White
Nat White
Alex Wright

Core Planning Team

CITY OF FLAGSTAFF
Jim Cronk
Bob Caravona, AICP
Kimberly Sharp, AICP
Mark Sawyers, AICP
Darrel Barker
Vince Knaggs
Roger Eastman, AICP
Jennifer Mikelson

COCONINO COUNTY
Bill Towler, FAICP
Sue Pratt, AICP
John Aber
Tiffany Antol, AICP
Kate Morley

FLAGSTAFF MPO
David Wessel
Martin Ince

ARIZONA GAME & FISH DEPARTMENT
Mark Ogonowski

Cover Art by: Bruce Aiken
Technical Editing / Graphic Design / Web Design by Central Creative
## BUILT ENVIRONMENT

### VIII. Community Character

- Scenic Resources and Natural Setting
- Vistas and Viewsheds
- “Great Streets”
- Heritage Preservation
- Community Design
- Arts, Sciences, and Education

### IX. Growth Areas & Land Use

- **EXISTING LAND SUPPLY**
  - Context of Land Uses
  - How Land is Evaluated
  - Existing Conditions and Trends
  - Land Ownership
  - Overall Land Supply

- **GROWTH**
  - Reinvestment Areas
  - Greenfield Development
  - What We Have vs. Where We Are Going

- **AREA TYPES**
  - Urban
  - Suburban
  - Rural
  - Employment
  - Special Planning Areas

- **PLACE TYPES**
  - Activity Centers
  - Neighborhoods and Corridors

### X. Transportation

- How Do We Get Around
- Mobility and Access
- Safe and Efficient Multimodal Transportation
- Environmental Considerations
- Quality Design
- Pedestrian Infrastructure
- Bicycle Infrastructure
- Transit
- Roads and Corridors
- Passenger Rail and Freight
- Air Travel
- Public Support for Transportation

### XI. Cost of Development

- Funding and Financing Mechanisms

### XII. Public Buildings, Services, Facilities, & Safety

- Resiliency Planning
- Locating Facilities
- Public Safety

*As amended, December 31, 2015*
HUMAN ENVIRONMENT

XIII. Neighborhoods, Housing, & Urban Conservation

Our Housing Needs
Managing Our Needs
Neighborhood and Urban Conservation

XIV. Economic Development

Our Workforce
Economic Impact of
Native American Tribes
Responsive Government
Education and Workforce Training
Business Retention, Expansion, and Entrepreneurship
Business Attraction
Community Character
Activity Centers
Redevelopment and Infill

XV. Recreation

What Are Our Recreational Facilities?
Development of Recreational Areas

XVI. Plan Amendments

GL. Glossary

APPENDICES

A. References Cited and Related Plan Documents
B. Comprehensive List of Goals and Policies
C. Metadata for Natural Environment Maps
D. Annual Report Template

As amended, December 31, 2015
**Goal LU.1. Invest in existing neighborhoods and activity centers for the purpose of developing complete, and connected places.**

Policy LU.1.1. Plan for and support reinvestment within the existing city centers and neighborhoods for increased employment and quality of life.

Policy LU.1.2. Develop reinvestment plans with neighborhood input, identifying the center, mix of uses, connectivity patterns, public spaces, and appropriate spaces for people to live, work, and play.

Policy LU.1.3. Promote reinvestment at the neighborhood scale to include infill of vacant parcels, redevelopment of underutilized properties, aesthetic improvements to public spaces, remodeling of existing buildings and streetscapes, maintaining selected appropriate open space, and programs for the benefit and improvement of the local residents.

Policy LU.1.4. Attract private investment by reinvesting in transportation infrastructure improvements as well as public utilities infrastructure for desired development size.

Policy LU.1.5. Maintain and upgrade existing infrastructure and invest in infrastructure to make redevelopment and infill an attractive and more financially viable development option.

Policy LU.1.6. Establish greater flexibility in development standards and processes to assist developers in overcoming challenges posed by redevelopment and infill sites.

Policy LU.1.7. Consider creative policy and planning tools (such as transfer of develop rights or transfer of development obligations) as a means to incentivize redevelopment and infill.

Policy LU.1.8. Encourage voluntary land assemblage in an effort to create better utilization and opportunities for development.

Policy LU.1.9. Provide public education regarding the sustainability and beneficial economics of redevelopment and infill.

Policy LU.1.10. Consider adaptive reuse possibilities when new big box developments are proposed.

Policy LU.1.11. Ensure that there is collaboration between a developer, residents, and property owners in existing neighborhoods where redevelopment and reinvestment is proposed so that they are included, engaged, and informed.

Policy LU.1.12. Seek fair and proper relocation of existing residents and businesses in areas affected by redevelopment and reinvestment, where necessary.
Map 21:
FUTURE GROWTH ILLUSTRATION

- FMPO Boundary
- Urban Growth Boundary
- Rural Growth Boundary
- City Limits

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

- Historic District
- State Land
- Areas in white retain their existing entitlements

As amended, December 17, 2015

Future growth illustrations and plans do not preclude private development entitlements. Please see www.flagstaffmatters.com for an interactive GIS map.

FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS
The Future Growth Illustration defines the geographic locations of area types and place types. It shows the spatial relationship of existing and future development and is intended to be used in conjunction with the Natural Environment Maps (Maps 6-8) and the Road Network Map (Map 25). This Illustration should not be relied upon to determine where specific land uses are allowed; that information is found in City Code Title 10 (Zoning Code) and the Zoning Map. In case of any conflict between the Future Growth Illustration and the Regional Plan’s goals and policies, the goals and policies will prevail.

As amended, December 17, 2015

Future growth illustrations and plans do not preclude private development entitlements. Please see www.flagstaffmatters.com for an interactive GIS map.
Greenfield Development

While suburban retrofits, urban infill and activity center redevelopment projects are encouraged as a priority, Greenfield development will likely continue to be an important component of the community’s growth. The relevant goal and policies for Greenfields apply to state land parcels identified for development in the Future Growth Illustration Maps 21 and 22 as well as larger, vacant tracts of private land, much of it south of I-40 between Woody Mountain Road and Fourth Street. Important opportunities for Greenfield development may also exist in the Bellemont area.

Outward expansion may be a demonstrated growth need in balance with infill redevelopment. State land parcels and privately owned tracts within the urban growth boundary are excellent locations for such expansion.

GREENFIELD DEVELOPMENT GOALS AND POLICIES

**Goal LU.2. Develop Flagstaff’s Greenfields in accordance with the Regional Plan and within the growth boundary.**

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.

Policy LU.2.2. Design new development to coordinate with existing and future development, in an effort to preserve viewsheds, strengthen connectivity, and establish compatible and mutually supportive land uses.

Policy LU.2.3. New development should protect cultural and natural resources and established wildlife corridors, where appropriate.

Policy LU.2.4. Utilize Low Impact Development (LID) strategies and stormwater best practices as part of the overall design for new development.

Policy LU.2.5. Plan Greenfield development within the rural context to encourage formal subdivisions with shared infrastructure instead of wildcat development, and to protect open spaces, and access to public lands.
### Urban Neighborhood Characteristics

Urban areas have a higher density of people, residences, jobs and activities; buildings are taller and close to the street; streets and sidewalks are in a grid pattern of relatively small blocks; the area is walkable and a variety of services and goods are available; served by public transportation and with various forms of shared parking (lots, garages, etc.) and street parking.

<table>
<thead>
<tr>
<th>Desired Pattern</th>
<th>Minimum 2 stories within a commercial core and on urban corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Size</td>
<td>300 X 300 to 300 x 600</td>
</tr>
<tr>
<td>Density Range</td>
<td>Minimum 8 units per acre. Increased density within the ¼ mile pedestrian shed; exception for established Historic Districts.</td>
</tr>
<tr>
<td>Intensity</td>
<td>(FARs) of 0.5 +. Higher range of intensity within the commercial core of activity centers and corridors; exception for established Historic Districts.</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Consider long-term impacts to air quality by proposed development. Refer to Air Quality Goal E&amp;C.1.</td>
</tr>
<tr>
<td>Solar Access</td>
<td>Consider solar access for all development, allowing passive/active solar collection.</td>
</tr>
<tr>
<td>Corridors</td>
<td>Refer to Urban Corridor Characteristics table, pg. IX-37</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>Urban mixed-use includes supporting land uses such as neighborhood shops and services, residential, business offices, urban parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required as well as high pedestrian, bicycle and transit connectivity.</td>
</tr>
<tr>
<td>Residential</td>
<td>Residential uses in urban neighborhoods will be incorporated into mixed use projects. This includes apartments, condominium complexes, duplexes, townhomes, and other forms of attached housing, and single-family which is subdivided into smaller lots.</td>
</tr>
<tr>
<td>Commercial</td>
<td>Commercial development is to be located within activity centers and along corridors.</td>
</tr>
<tr>
<td>Public/Institutional</td>
<td>As part of mixed-use development – vertical preferred. Make central to urban neighborhood and connected with transit and FUTS.</td>
</tr>
<tr>
<td>Employment/Research &amp; Development/Industrial</td>
<td>Industrial not appropriate for urban context. Research and Development offices, medical, services, professional offices, retail, hotel, and restaurants as part of urban form and within mixed-use development.</td>
</tr>
<tr>
<td>Parks</td>
<td>Urban Parks can be publicly or privately owned and designated for recreation use, allowing for both active and passive activities, as well as special use functions. May include special facilities and swimming pools, and neighborhood and community parks. Future park development is contingent upon density and intensity of proposed development; and this Plan’s policies outline the need for recreational opportunities for all residents and visitors. Refer to Chapter XV - Recreation</td>
</tr>
<tr>
<td>Open Space</td>
<td>Open Space in urban areas include greenways streetscapes, waterways, cemeteries, floodplains, riparian areas, corridors, boulevard viewsheds, and public plazas and squares and are used for passive activities. These spaces may be restored for their aesthetic value, vistas, and archaeological and historic significance. Refer to Chapter IV - Environmental Planning &amp; Conservation and Chapter V - Open Space</td>
</tr>
<tr>
<td>Conservation</td>
<td>Refer to Natural Resources Maps 7 and 8, and ‘Considerations for Development’ in Chapter IV - Environmental Planning &amp; Conservation.</td>
</tr>
<tr>
<td>Agriculture</td>
<td>Urban food production – potted vegetables, greenhouses and conservatories, roof-top gardens, animal husbandry, and community gardens.</td>
</tr>
<tr>
<td>Special Planning Areas</td>
<td>Northern Arizona University to become more urban. Refer to NAU Master Plan.</td>
</tr>
<tr>
<td>Master Plans</td>
<td>Presidio West; Juniper Point</td>
</tr>
</tbody>
</table>
### URBAN ACTIVITY CENTER CHARACTERISTICS

An area typically located at the intersection of two main thoroughfares. Urban activity centers include mixed-use, mix of housing type, mixed price range, walkable, transit-oriented-design; can include regional commercial or neighborhood commercial.

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Regional Urban Activity Center - Larger, mixed-use centers at intersections of Regional Travel and Circulation Corridors; with direct access of multiple residential developments; with entertainment and cultural amenities; public spaces; serves regional residents and visitors.</th>
<th>Neighborhood Urban Activity Center – smaller, mixed-use centers at intersections of Circulation Corridors and Access Roads; with access to surrounding neighborhood; with local goods and services, public spaces; serves local residents; transit and FUTS access.</th>
<th>Each Activity Center is unique with contextual and distinctive identities, derived from environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high-quality urban design. They are well-designed for the purpose of maintaining a unique sense of place and to attract the residents/clients desired. Refer to A Vision for Our Urban Activity Centers on pg. IX-63.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density Range</td>
<td>Residential Only: 13+ units per acre</td>
<td>Residential mixed-use: 8+ units per acre</td>
<td>Regional scale and design Floor area ratios (FARs) of 1.0+ Neighborhood scale and design Floor area ratios (FARs) of 0.5+</td>
</tr>
<tr>
<td>Intensity</td>
<td>Within commercial core: Government, services, education, offices, retail, restaurant, and tourism-related. Residential opportunities, residential mixed-use, public spaces, place-making.</td>
<td>Within the pedestrian shed but not in a commercial core: higher-density residential, live-work units, home-based businesses, educational, greater connectivity to a commercial core.</td>
<td>Easy-to-access parking available via garages, shared lots, and on-street parking. Transit stops and routes centrally located. Bicycle access and parking abundant. Pedestrian-oriented design. Very high road and pedestrian infrastructure connectivity. Block sizes are smaller; gridded street networks preferred where not prohibited by topography.</td>
</tr>
<tr>
<td>Mix of Uses</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Corridors are where commercial development is encouraged; local streets and residential access are not considered urban corridors. Great Streets are corridors with the greatest potential for reinvestment, beautification, and appropriate land uses. Refer to page IX-62 for more discussion of Activity Centers (Map 24) and Corridors (Map 25), and the Great Streets and Gateways (Map 12).

**Characteristics of an Urban Corridor**

Serves larger capacities of vehicles and people, with more intense land uses. These corridors will be wider with faster speed limits, yet street parking is encouraged and pedestrian safety is a priority. Provides well designed signage, landscaping, and public spaces, with shops and services in buildings that front the street. More frequent intersections with local roads. Local roads in an urban area type carry more through traffic than suburban local roads. Thoroughfares and boulevards may be applied in the context of Traditional Neighborhood Design (TND) and the use of transect zones.
AREA TYPES

ILLUSTRATION OF URBAN CHARACTER

Urban spaces formed by appropriate density.

Urban streetscapes are vibrant public spaces.

Urban housing comes in many forms.

Urban single-family homes in a historic district.

Photo credits: City of Flagstaff

Commercial /Retail
Commercial /Business
Residential
Institutional
Employment

An urban neighborhood can incorporate an institutional use (such as a church or school) and a park into the middle of the neighborhood and is easy to walk to.
### SUBURBAN ACTIVITY CENTERS CHARACTERISTICS

An area typically located at the intersection of two collectors or neighborhood streets, with vertical or horizontal mixed-use (mix of any: businesses, retail, residential, offices, medical services, etc.), serving the surrounding neighborhoods. A suburban activity center can serve a Regional Commercial or Neighborhood Commercial scale.

<table>
<thead>
<tr>
<th>Map Symbol</th>
<th>Regional Suburban Activity Center: Larger, mixed-use centers at intersections of Regional Travel and Circulation Corridors; with access of large residential developments; with entertainment and cultural amenities; public spaces; serves regional residents and visitors.</th>
<th>Neighborhood Suburban Activity Center: Smaller, mixed-use centers at intersections of Circulation Corridors and Access Roads; with access to surrounding neighborhood; with local goods and services, public spaces; serves local residents; transit and FUTS access.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desired Pattern</td>
<td>[Image]</td>
<td>[Image]</td>
</tr>
</tbody>
</table>

**Density Range**
- Residential Only: 6 - 10 units per acre.
- Residential mixed-use: 6+ units per acre

**Intensity**
- Regional scale and design at Flagstaff Mall. Floor area ratios (FARs) of 0.5+
- Neighborhood scale centers at all others. Floor area ratios (FARs) of 0.35+

**Mix of Uses**
- Within commercial core: Services, offices, retail, restaurant and tourism-related. Residential opportunities, residential mixed-use. Public spaces, place-making.
- Within pedestrian shed but not in commercial core: higher-density residential, live-work units, home-based businesses, educational, greater connectivity to a commercial core.

**Commercial**
- Regional Commercial is intended for all commercial and service uses that serve the needs of the entire region, those which attract a regional or community-wide market, as well as tourism and travel-related businesses. While uses located in this category typically tend to be auto-oriented, the regional commercial category emphasizes safe and convenient personal mobility in many forms, with planning and design for pedestrian, bicycle and transit access and safety as an activity center.
- Neighborhood Commercial is intended for all commercial retail and service uses that meet consumer demands for frequently needed goods and services, with an emphasis on serving the surrounding residential neighborhoods. These areas are typically anchored by a grocery store, with supporting retail and service establishments. Development in this category may also include other neighborhood-oriented uses such as schools, employment, day care, parks, and civic facilities, as well as residential uses as part of a mixed-use development activity center.

**Transportation**
- Easy-to-access parking available via shared lots, shared parking structures, lots and on-street parking with pedestrian paths through and around parking areas. Transit stops available. Suburban block sizes may be larger than urban areas but must have highly connected bike and pedestrian infrastructure across the block and not solely around the block edges. Backage roads and collectors occur more frequently in suburban activity centers than in suburban neighborhoods.

---

*Photo credit: City of Flagstaff*

---

As amended, December 31, 2015 | BUILT ENVIRONMENT | Land Use | IX-47
ILLUSTRATION OF SUBURBAN CHARACTER

Suburban Neighborhood

Institutional or neighborhood service such as an elementary school or day care. Easily accessible by walking or biking.

Photo credits: City of Flagstaff
AREA TYPES

Suburban Activity Center

Shopping center with shared parking

Suburban Corridors

Pedestrian Shed

Townhomes & Single-family homes

Low-rise Apartments
### SUBURBAN CORRIDOR CHARACTERISTICS

Corridors are where commercial development is encouraged. Local streets and residential access are not considered urban corridors. Great Streets are corridors with the greatest potential for reinvestment, beautification, and appropriate land uses. Refer to page IX-62 for more discussion of Activity Centers (Map 24) and Corridors (Map 25), and the Great Streets and Gateways (Map 12).

<table>
<thead>
<tr>
<th>Characteristics of an Suburban Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves larger capacities of vehicles and people, with more intense land uses and pedestrian safety is a priority in this setting. These corridors will be wider with faster speed limits, and will emphasize safe pedestrian and bicycle crossings. Local roads access suburban corridors through a hierarchy of functional road classifications. Suburban corridors provide well designed signage, landscaping, and public spaces, with wide sidewalks and parkways. Shops and services are in buildings that front the street.</td>
</tr>
</tbody>
</table>

**Character of a Suburban Activity Center**
**RURAL CORRIDOR CHARACTERISTICS**

Corridors are where commercial development is encouraged within a designated activity center.

<table>
<thead>
<tr>
<th>Characteristics of a Rural Corridor</th>
</tr>
</thead>
</table>

Rural Corridor

These corridors within rural areas tend to be highways and major arterials where access management is a significant issue to allow for the efficient use of these corridors. Commercial services are encouraged within designated activity centers. These corridors serve local residents and are a mixture of public and private roadways of varying standards. Commercial development is encouraged in designated activity centers that frequently intersect with highways and major arterials.
AREA TYPES

ILLUSTRATION OF RURAL CHARACTER

Photo credits: Coconino County

- Commercial / retail
- Commercial / business
- Residential
- Institutional
- Employment

Rural Neighborhood

Shared equestrian barn and open pasture

As amended, December 31, 2015
## LOCATION OF ACTIVITY CENTERS

Refer to the Activity Centers Map 24

<table>
<thead>
<tr>
<th>URBAN</th>
<th>SUBURBAN</th>
<th>RURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milton Rd. / Forest Meadows St. -</td>
<td>Milton Rd. Corridor Plan</td>
<td>Ft Valley Rd. / Peakview (Chesire)</td>
</tr>
<tr>
<td>potential GATEWAY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*W Rte. 66 / Flagstaff Ranch Rd.</td>
<td>*W Rte. 66 / Flagstaff Ranch Rd.</td>
<td>Bellemont</td>
</tr>
<tr>
<td>Specific Plan or Development Masterplan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>**Woody Mountain Rd. / FS 532 (South of</td>
<td>**Woody Mountain Rd. / FS 532 (South of Kiltie Lns.)</td>
<td>Kachina Village</td>
</tr>
<tr>
<td>Kiltie Lns.)</td>
<td>**JW Powell Blvd. / future road</td>
<td></td>
</tr>
<tr>
<td>Specific Plan or Development Masterplan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>**Purple Sage Trl. / FS 532 (Villagio</td>
<td>**Butler Ave. / Fourth St. (Canyon del Rio)</td>
<td></td>
</tr>
<tr>
<td>Montano)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzer Canyon Dr. / Rte. 66</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specific Plan or Development Masterplan</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ACTIVITY CENTERS AND CORRIDORS GOALS AND POLICIES

Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.

Policy LU.18.1. Design activity centers and corridors appropriate to and within the context of each area type: urban, suburban, or rural.

Policy LU.18.2. Strive for activity centers and corridors that are characterized by contextual and distinctive identities, derived from history, environmental features, a mix of uses, well-designed public spaces, parks, plazas, and high-quality design.

Policy LU.18.3. Redevelop underutilized properties, upgrade aging infrastructure, and enhance rights-of-way and public spaces so that existing activity centers and corridors can realize their full potential.

Refer to Chapter XI - Cost of Development for the potential of public-private partnerships.

Policy LU.18.4. Encourage developers to provide activity centers and corridors with housing of various types and price points, especially attached and multi-family housing.

Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.

Policy LU.18.6. Support increased densities within activity centers and corridors.

Policy LU.18.7. Concentrate commercial, retail, services, and mixed use within the activity center's commercial core.

Policy LU.18.8. Increase residential densities, live-work units, and home occupations within the activity center’s pedestrian shed.

Policy LU.18.9. Plan activity centers and corridors appropriate to their respective context and scale.

Policy LU.18.10. Corridors should increase their variety and intensity of uses as they approach activity centers.

Policy LU.18.11. Land use policies pertaining to a designated corridor generally apply to a depth of one parcel or one and one-half blocks, whichever is greater.

Policy LU.18.12. Corridors should focus commercial development to the corridor frontage and residential to the back.

Policy LU.18.13. Promote higher density development in targeted areas where economically viable and desired by the public.


Policy LU.18.15. Actual pedestrian-shed boundaries will be established considering opportunities and constraints posed by natural and man-made barriers like terrain or the interstate, road networks, and existing development patterns.

Policy LU.18.16. Adopt traffic regulations to increase awareness of pedestrian-oriented design for activity centers.

Goal LU.19. Develop a manageable evolution of the main corridors into contextual place makers.

Policy LU.19.1. Develop a specific plan for each “Great Street” corridor.

Policy LU.19.2. Establish the context and scale of each corridor prior to design with special consideration for those intended to remain residential or natural in character.

Policy LU.19.3. Enhance the viewsheds and frame the view along the corridors through design.

Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

Refer to Chapter VIII - Community Character for the discussion of “Great Streets.”
Future land use patterns and transportation systems must be closely planned together because transportation right of way is the most heavily used and experienced public space; network design influences whether an area can be urban, suburban, or rural; and because streetscapes contribute strongly to community character.

The primary goals of the regional transportation system are to:
- Improve the mobility of people and goods
- Provide choices to enhance the quality of life
- Provide infrastructure to support economic development
- Protect the natural environment and sustain public support for transportation planning efforts.

In order to meet these goals, this chapter promotes:
- Safety
- Context-sensitive solutions
- Complete streets
- The integration and connectivity of transportation systems
- Efficient system management and operation, and
- Improvements to existing inter-modal transportation systems.

This chapter addresses the everyday need to move about the community. Individual transportation modes are addressed starting with pedestrians - the smallest scale - and growing to rail and car.

Arizona Revised Statutes Section § 9-461.05.E.3 requires the circulation element of this Plan to include recommendations concerning setback requirements, street naming, and house and building numbering. These are included in various Titles of the City Code, including Title 10 (Zoning Code), the City Engineering Design Standards and Specifications, and Title 4 (Building Regulations).

Our Vision for the Future

In 2030, people get around to where they need to be in an efficient and safe manner, and more people ride the bus, their bikes, and walk, reducing emissions and increasing health.
How We Get Around

Automobiles are the dominant form of transportation throughout the region, and the area is served by an extensive network of roads and streets, as illustrated on Map 25.

In addition to roadways, we are also nationally recognized for our walking, bicycling, and transit systems. Journey-to-work data and a local trip diary survey show our region is above national averages for using these travel modes. Nationally, survey data show that in 2011, 86 percent of workers traveled to work by car, truck, or van, while only 72 percent of workers in Flagstaff got to work this way. Conversely, 20 percent of workers in Flagstaff walked, biked, or used other means of transportation compared to only five percent nationwide.

Capitalizing on these successes is important, because within the complex relationships between transportation and land use is the simple concept that how and where we live influences how we travel. Put another way, travel choice options and investments depend on land use and community character. Local and national research indicates that neighborhoods integrating housing, shops, employment, and other uses in a compact, well-designed way can increase personal mobility while reducing vehicle congestion. Alternatively, jobs and housing located far apart, and connected only by highways or freeways, result in long commutes by car, require expensive real estate to accommodate automobiles, and inhibit or prevent use by other modes.
It is critical that we manage our region's transportation supply and demand. Surveys show that average trip lengths are decreasing, saving residents time and money. Census survey data indicate that in 2011, a majority of Flagstaff’s workers (nearly 65 percent) get to work in 14 minutes or less, with nearly 30 percent under ten minutes.

This positive trend will continue if the majority of future residential development is located near places of employment and shopping, where trips will be shorter and can be effectively served by transit or other modes. Daily vehicle trips will grow faster than population due to increases in daily travel by visitors and tourists. Flagstaff will continue to serve as the primary economic center for a growing north-central Arizona region. There will also be increases in through-traffic on the state highways, including truck traffic. These “external” trips are largely beyond regional control, impact regional infrastructure, and are not as likely to use other modes of travel.

Finally, we can influence the supply of new or wider roads, better road connectivity, bicycle and pedestrian facilities, and hours of transit service. Shifting travelers from cars to transit, bicycle, and pedestrian modes improves overall system performance; there will be less traffic for those who drive cars. Providing for this shift does not present the same construction costs, constructability challenges, and long-term maintenance issues as building new roads or widening existing roads especially in light of the challenges posed by terrain, Interstates 17 and 40, the railroad, and existing development patterns. Implementing Complete Street Guidelines enables safe use by all modes and by travelers of all ages and abilities as it becomes easier to cross the street, walk to shops, bicycle to work or school, or take the bus. Participation in the community becomes more inclusive, diverse, and engaging. Analysis of the growth alternatives revealed that compact growth with a strong mix of roads, transit, bicycle and pedestrian services has the most favorable impact on overall travel time.
Map 25: ROAD NETWORK ILLUSTRATION

- Major Improvement
- New Interchange
- Existing Interchange

Road Corridors

- Commercial Corridors
  - Regional Travel
  - Circulation
  - Future Circulation
  - Access
  - Future Access

- Residential Corridors
  - Residential Access
  - Future Residential Access

Identify Road Network Solutions through Future Study

City of Flagstaff

Urban Growth Boundary

Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)

- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

As amended, December 31, 2015

Please see www.flagstaffmatters.com for an interactive GIS map.

Flagstaff Regional Plan Vision 2030: Place Matters
Mobility and Access

The region’s transportation system strives to improve mobility and access for people and goods by providing efficient, effective, convenient, accessible, and safe transportation options. The focus is on moving people. Integrating convenient mode choices into more compact and urban future development ensures necessary linkages between our urban, suburban, and rural areas. Economic development, community character, and environmental and health objectives will be advanced with a multi-modal system inclusive of roads and streets, transit routes, bicycle lanes, trails, and sidewalks.

Level of Service

This Plan’s goals and policies for mobility and access include prioritizing travel modes contextually within urban, suburban, and rural areas. Whereas measures for vehicular levels of service are well established, multimodal levels of service will require further research and adaptation to Flagstaff regional conditions.

The tables at right describe relative levels of service for each mode, with high (H), medium (M), and low (L) set for expectations of service. For example, providing for bicycle and pedestrian use along arterials in urban areas would be a high priority, while those uses are not applicable on freeways and therefore no designation is made there.

MOBILITY AND ACCESS GOALS AND POLICIES

Goal T.1. Improve mobility and access throughout the region.

Policy T.1.1. Integrate a balanced, multimodal, regional transportation system.

Policy T.1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.

Policy T.1.3. Transportation systems are consistent with the place type and needs of people.

Policy T.1.4. Provide a continuous transportation system with convenient transfer from one mode to another.

Policy T.1.5. Manage the operation and interaction of all modal systems for efficiency, effectiveness, safety, and to best mitigate traffic congestion.

Policy T.1.6. Provide and promote strategies that increase alternate modes of travel and demand for vehicular travel to reduce peak period traffic.

Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.

Policy T.1.8. Plan for development to provide on-site, publicly-owned transportation improvements and provide adequate parking.
Map 27:
PLANNED TRANSIT SERVICE LEVELS: Markets and Key Corridors

- Activity Center
  - RTP Future Road Network

Transit Market Service Level:
- High Level
- Moderate Level
- Standard Level
- Standard Level-Future
- Existing Transit Route
- Future Transit Route
- Future Express Service

City of Flagstaff

Urban Growth Boundary
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

Future growth illustrations and plans do not preclude private development entitlements. Please see www.flagstaffmatters.com for an interactive GIS map.
Roads and Corridors

Automobiles are likely to continue to be the dominant form of transportation in the region, especially for longer trips. Roads and streets will be more effectively designed into the areas they serve. As parts of the region urbanize, reliability will become more important than speed. In urban activity centers, levels of service for pedestrians, bicycles, and transit will take precedence over service for cars.

Corridors and Functional Class

Successful places require successful corridors. Constraints by Flagstaff’s terrain, railroads, highways, and interstates heighten our need for clear expectations of our corridors to establish the “sense of place” and to service the expected land use patterns. The desired “sense of place” for the region, centers, and neighborhoods will be more successfully achieved when the function and role of our corridors is sensitively applied.

Corridors in urban, suburban, and rural places will serve similar yet unique functions and roles. The Flagstaff Regional Plan deals directly with the corridors serving regional travel and circulation roles and sets general expectations for the smaller access corridors. The corridor classifications should be understood as a sliding scale with circumstances dictating the road’s functional class. Corridors may be classified as regional travel, circulation, and access, as shown on Map 25. Listed below are the functional classifications and some of the multi-modal facilities associated with each.

<table>
<thead>
<tr>
<th>Corridors and Place Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>The term “corridor” is used in the Community Character, Growth &amp; Land Use, and Transportation Chapters. Corridors are roads demarcated on maps based on their role in the greater transportation system, surrounding existing and future land uses and their context. Categories of Regional Travel, Circulation, and Access denote transportation roles on Map 25. In the Community Character chapter, some of these roads are identified as Gateway and Great Street Corridors on Map 12 for their value in placemaking and their relationship to iconic scenery. In the Land Use Chapter, the relationship between corridors and area types is described on pages IX-37, IX-50 and IX-55. To further identify the relationship between corridors and land uses, Access corridors on Map 25 are divided into Access and Residential Access; the former is associated with commercial and mixed use environments and the latter with neighborhood settings.</td>
</tr>
</tbody>
</table>

| Regional Travel |
| Facilitates long-distance travel across and between regions |
| • Freeways |
| • Passenger and freight rail |
| • Major arterials |
| • Dedicated express bus lanes |

| Circulation |
| Provides for movement between neighborhoods and non-residential uses |
| • Minor arterials |
| • Urban thoroughfares |
| • Major collectors |
| • Fixed transit routes |

| Residential Access or Access |
| Local access to adjacent land uses |
| • Minor collectors |
| • Local streets – commercial and residential, neighborhood streets |
Corridors serve many roles, and these roles may be understood as:
• Carrier of goods and people – how many, how far, what kind, what means
• Connector of activities – how active, what scale, what purpose, relationships
• Space and Shelter for activities within the public realm – how often, vulnerable, duration, solitude
• Symbol for the understanding of place – identity, purpose, behaviors as it applies to specific roads or corridors, not to classes of corridors.
• Builder and destroyer of city and place – corridors may be perceived as supporting a sense of place, or destroying it.

To fully implement the Regional Plan’s vision for Flagstaff’s roadways a Flagstaff “Streets Master Plan” should be developed to serve as the specific plan that bridges the City’s Engineering Design Standards and Specifications and the Flagstaff Regional Plan. Until such a Plan is developed, functional classifications for roads and their definitions can be found in the Engineering Design Standards and Specifications.

**Corridors in the Regional Transportation Plan**

The Regional Transportation Plan (RTP) is a five year planning document developed by the Flagstaff Metropolitan Planning Organization. It is used to identify roadway projects that are eligible for federal funding. Some of the future roads identified on Map 25 are also identified in the RTP, however, these two documents are not required to match. The RTP provides more detail about the stage of planning for each roadway. Some future corridors are considered “conditional roads” in the RTP, which means that further study is required before proceeding with a project. Examples include the Clay Avenue Extension, the US 89 Bypass, the Metz Walk Extension, etc.

**AUTOMOBILE GOALS AND POLICIES**

**Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.**

Policy T.8.1. Promote efficient transportation connectivity to major trade corridors, employment centers, and special districts that enhances the region’s standing as a major economic hub.

Policy T.8.2. Maintain the road and street classification system that is based on context, function, type, use, and visual quality.

Policy T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life while maintaining traffic safety.

Policy T.8.4. Protect rights-of-way for future transportation corridors.

Policy T.8.5. Support the area’s economic vitality by improving intersection design for freight movements.

Policy T.8.6. Maintain the City’s street infrastructure in a cost effective manner to ensure the safety and convenience of all users.
Air Travel

Air travel ties our region to the nation and globe more quickly than any other mode of travel. “Face-to-face time” is important to all relationships – business relations included. Improving and expanding service to and from Flagstaff Pulliam Airport connects our region to larger hubs of air travel. Approximately 60,000 people travel to and from this small airport annually (CY 2011 Air Carrier Activity Information System FAA Calendar Year 2011 Primary Airports 9/27/2012).

Air Travel Goals and Policies

Goal T.10. Strengthen and expand the role of Flagstaff Pulliam Airport as the dominant hub for passenger, air freight, public safety flights, and other services in northern Arizona.

Policy T.10.1. Maintain and expand Flagstaff Pulliam Airport as an important link to the national air transportation system.

Policy T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.

Policy T.10.3. Seek opportunities to expand destinations and frequency of regional air service throughout the southwest and west.

Policy T.10.4. Plan and manage transportation infrastructure to discourage land uses incompatible with the airport and flight zones.

Passenger Rail and Freight

The economics of air travel in the southwest and freight movements across the nation may position passenger rail and rail freight to increase share of travel. BNSF and Amtrak are integral parts of our history and community fabric and can become a more important part of our economy. The region will position itself to take better advantage of this important mode of travel.

Passenger Rail and Freight Goals and Policies

Goal T.9. Strengthen and support rail service opportunities for the region’s businesses and travelers.

Policy T.9.1. Seamlessly integrate passenger rail with other travel modes including connectivity and operational improvements to the downtown passenger rail station and surroundings.

Policy T.9.2. Promote Amtrak service and support opportunities for interregional passenger rail service.

Policy T.9.3. Promote development of rail spurs and an intermodal freight facility or facilities as needed to support viable economic growth.

Policy T.9.4. Increase the number of grade-separated railroad crossings.
Public Support for Transportation

Transportation is central to the lives of our citizens. Residents and visitors pay for its construction and operation. That construction and operation is often disruptive. Therefore, an open planning process, inclusive design process, and effective communications are essential.

PUBLIC SUPPORT FOR TRANSPORTATION GOALS AND POLICIES

**Goal T.11.** Build and sustain public support for the implementation of transportation planning goals and policies, including the financial underpinnings of the Plan, by actively seeking meaningful community involvement.

**Policy T.11.1.** Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.

**Policy T.11.2.** Approach public involvement proactively throughout regional transportation planning, prioritization, and programming processes, including open access to communications, meetings, and documents related to the Plan.

**Policy T.11.3.** Include and involve all segments of the population, including those potentially underrepresented such as the elderly, low-income, and minorities (see Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Environmental Justice).

**Policy T.11.4.** Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.

**Policy T.11.5.** Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions, including regional efforts to secure funding for the improvement of transportation services, infrastructure, and facilities.
<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Resolution Number and Date</th>
<th>Description of Amendment</th>
<th>Pages Changed</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 19, 2015</td>
<td>2015-35 October 20</td>
<td>La Plaza Vieja Neighborhood Specific Plan Minor Plan Amendment</td>
<td>XVI-1</td>
</tr>
<tr>
<td>December 31, 2015</td>
<td>2015-38 December 1</td>
<td>Map 25: Road Network Illustration Major Plan Amendment and related text edits</td>
<td>IX-35-57 X-1, X-4-5, X-18-22 (In Chapter X, one page of content was deleted)</td>
</tr>
</tbody>
</table>