

RESOLUTION NO. 2015-38

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FLAGSTAFF,
ARIZONA, AMENDING THE FLAGSTAFF REGIONAL PLAN 2030 BY
AMENDING MAP 25 OF THE PLAN AND ESTABLISHING AN EFFECTIVE
DATE**

RECITALS:

WHEREAS, City staff applied for a major plan amendment to the Flagstaff Regional Plan 2030 to amend Map 25 to comply with Arizona law and clearly articulate which streets in Flagstaff are considered corridors; and

WHEREAS, staff's application and the notice and hearing process for the amendment complies with Section 11-10 of the Flagstaff City Code and Arizona Revised Statutes Section 9-461.05 and 06; and

WHEREAS, the Planning and Zoning Commission recommends the amendment after the required notice and hearing.

ENACTMENTS:

NOW, THEREFORE, IT IS RESOLVED BY THE COUNCIL OF THE CITY OF FLAGSTAFF AS FOLLOWS:

SECTION 1. That the amendment to the Regional Plan is consistent with the Plan's goals and policies; and

SECTION 2. That the amendment to the Regional Plan was evaluated in terms of its significance to overall City policy and found to be consistent; and

SECTION 3. That staff's application to amend the Flagstaff Regional Plan 2030 to amend Map 25 and make conforming text changes as indicated in the attached Exhibit A is hereby approved.

SECTION 4.

This resolution shall become effective thirty (30) days following adoption by the City Council.

PASSED AND ADOPTED by the City Council of the City of Flagstaff this 1st day of December, 2015.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Changes to Flagstaff Regional Plan 2030 per Map 25 Plan Amendment

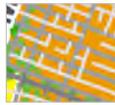
The following pages show only pages of the Land Use and Transportation Chapters that would have text edits. New language is underlined and deleted text is crossed out.

Page X-20 of the current FRP30 is proposed for deletion because the content of the previous 2 pages has been reduced and Page X-20's goals and policies will be found on Page X-19.

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.

Existing Urban Area
*Symbol from Map 22



Future Urban Area
*Symbol from Map 22

Desired Pattern	Minimum 2 stories within a commercial core and <u>on urban corridors</u>
Block Size	300 X 300 to 300 x 600
Density Range	Minimum 8 units per acre. Increased density within the ¼ mile pedestrian shed; exception for established Historic Districts.
Intensity	(FARs) of 0.5 +. Higher range of intensity within the commercial core of activity centers and corridors; exception for established Historic Districts.
Air Quality	Consider long-term impacts to air quality by proposed development. <i>Refer to Air Quality Goal E&C. I.</i>
Solar Access	Consider solar access for all development, allowing passive/active solar collection.
Corridors	Include regional and neighborhood corridors. <i>Refer to Urban Corridor Characteristics table, pg. IX-37</i>
Mixed-Use	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.
Residential	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.
Commercial	Commercial development is to be located within activity centers and along regional commercial and neighborhood commercial corridors.
Public/ Institutional	As part of mixed-use development – vertical preferred. Make central to urban neighborhood and connected with transit and FUTS.
Employment/ Research & Development/ Industrial	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.
Parks	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. <i>Refer to Chapter XV - Recreation</i>
Open Space Public Space	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. <i>Refer to Chapter IV - Environmental Planning & Conservation and Chapter V - Open Space</i>
Conservation	<i>Refer to Natural Resources Maps 7 and 8, and 'Considerations for Development' in Chapter IV - Environmental Planning & Conservation.</i>
Agriculture	Urban food production – potted vegetables, greenhouses and conservatories, roof-top gardens, animal husbandry, and community gardens.
Special Planning Areas	Northern Arizona University to become more urban. <i>Refer to NAU Master Plan.</i>
Master Plans	Presidio West; Juniper Point

AREA TYPES

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.



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.

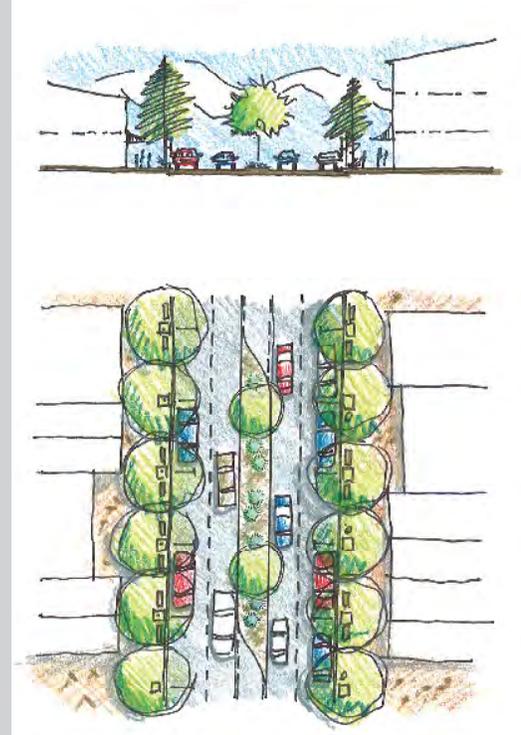
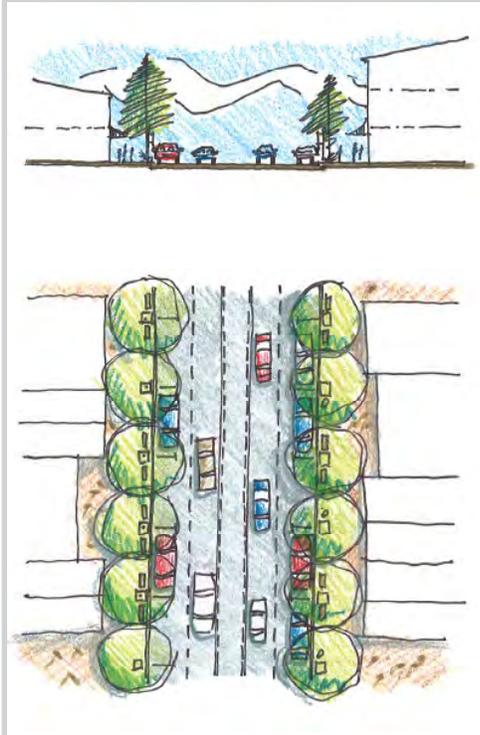
Neighborhood Urban Activity Center – smaller, mixed-use centers at intersections of Circulation Corridors and Access Roads; with access to surrounding neighborhood; with local goods and services, public spaces; serves local residents; transit and FUTS access.

Characteristics	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 <i>A Vision for Our Urban Activity Centers</i> on pg. IX-63.	
Desired Pattern		
Density Range	Residential Only: 13+ units per acre Residential mixed-use: 8+ units per acre	
Intensity	<u>Regional scale and design</u> Floor area ratios (FARs) of 1.0+	<u>Neighborhood scale and design</u> Floor area ratios (FARs) of 0.5+
Mix of Uses	<p>Within commercial core: Government, services, education, offices, retail, restaurant, and tourism-related. Residential opportunities, residential mixed-use, public spaces, place-making.</p> <p>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.</p>	
Transportation	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. <u>Very high road and pedestrian infrastructure connectivity. Block sizes are smaller; gridded street networks preferred where not prohibited by topography.</u>	

URBAN CORRIDOR CHARACTERISTICS

Corridors are where commercial development is encouraged; ~~Urban corridors are not highways or neighborhood streets~~ 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



Regional Corridor
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, and will provide Provides well designed signage, landscaping, and public spaces, with shops and services in buildings that front the street. Examples of urban regional corridors include: Milton Road, Route 66, and SR 89N. 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.

Neighborhood Corridor

Serves the surrounding neighborhoods, with shops and services in buildings that front the street. Street parking is encouraged and pedestrian safety is a priority. Examples of urban neighborhood corridors include: Cedar Avenue, Humphreys Avenue and Fort Valley Road.



Character of an Urban Activity Center

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.

Map Symbol	 <p>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.</p> <p>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.</p>
Desired Pattern	 <p style="text-align: right; font-size: small;"><i>Photo credit: City of Flagstaff</i></p>
Density Range	<p>Residential Only: 6 - 10 units per acre. Residential mixed-use: 6+ units per acre</p>
Intensity	<p><u>Regional scale and design at Flagstaff Mall.</u> Floor area ratios (FARs) of 0.5+</p> <p><u>Neighborhood scale centers at all others.</u> Floor area ratios (FARs) of 0.35+</p>
Mix of Uses	<p>Within commercial core: Services, offices, retail, restaurant and tourism-related. Residential opportunities, residential mixed-use. Public spaces, place-making.</p> <p>Within pedestrian shed but not in commercial core: higher-density residential, live-work units, home-based businesses, educational, greater connectivity to a commercial core.</p>
Commercial	<p>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.</p> <p>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.</p>
Transportation	<p>Easy-to-access parking available via shared lots, shared parking structures, lots and on-street parking <u>with pedestrian paths through and around parking areas.</u> Transit stops available. Bicycle access and parking. Pedestrian safety. 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.</p>

AREA TYPES

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.)

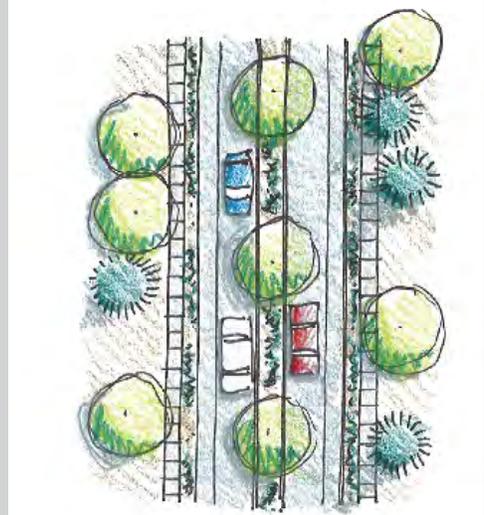
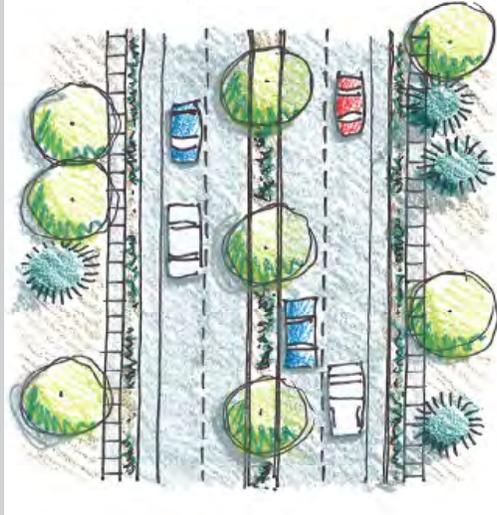
Characteristics of an Urban Suburban Corridor



Regional



Neighborhood



Regional Suburban Corridor

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. yet consideration must be made for pedestrian and bicycle safety. Local roads access suburban corridors through a hierarchy of functional road classifications, and will 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. Examples of suburban regional corridors include: Fort Valley Road and parts of Butler Avenue.

Neighborhood Corridor

Serves the surrounding neighborhoods, with shops and services in buildings that front the street. Street parking is encouraged and pedestrian safety is a priority. An example of a suburban neighborhood corridor includes: Country Club Drive.

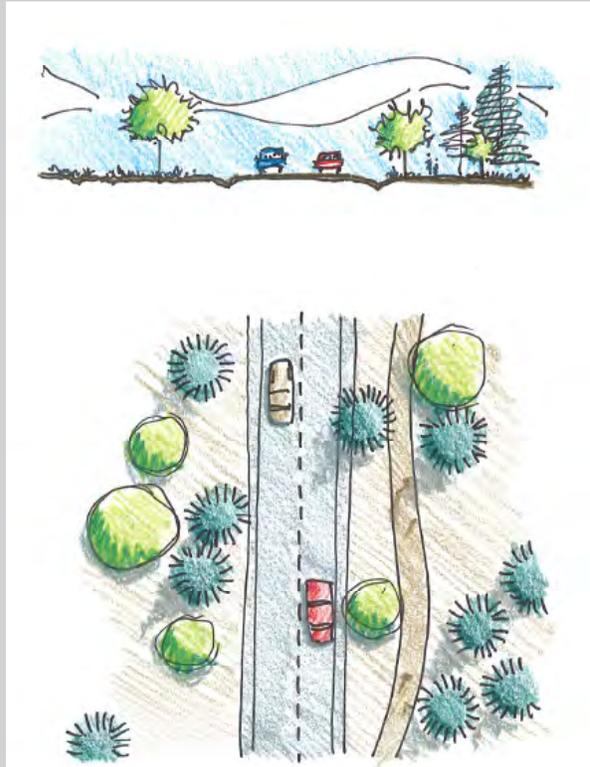


Character of a Suburban Activity Center

RURAL CORRIDOR CHARACTERISTICS

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

Characteristics of a Rural Corridor



Regional 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

Neighborhood Corridor

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 regional corridors.



Character of a Rural Activity Center

ILLUSTRATION OF RURAL CHARACTER

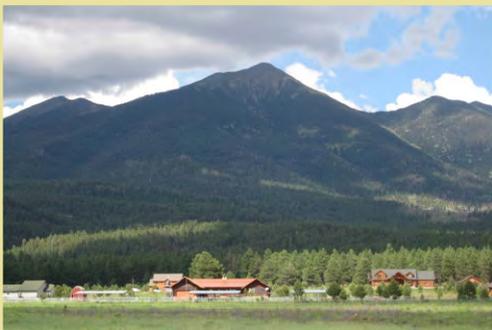


Photo credits: Coconino County



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 ~~regional or neighborhood~~ 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.18.14. Endorse efficiency of infrastructure with compact development within targeted activity centers.

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 ~~regional or neighborhood~~ 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."



TRANSPORTATION

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.

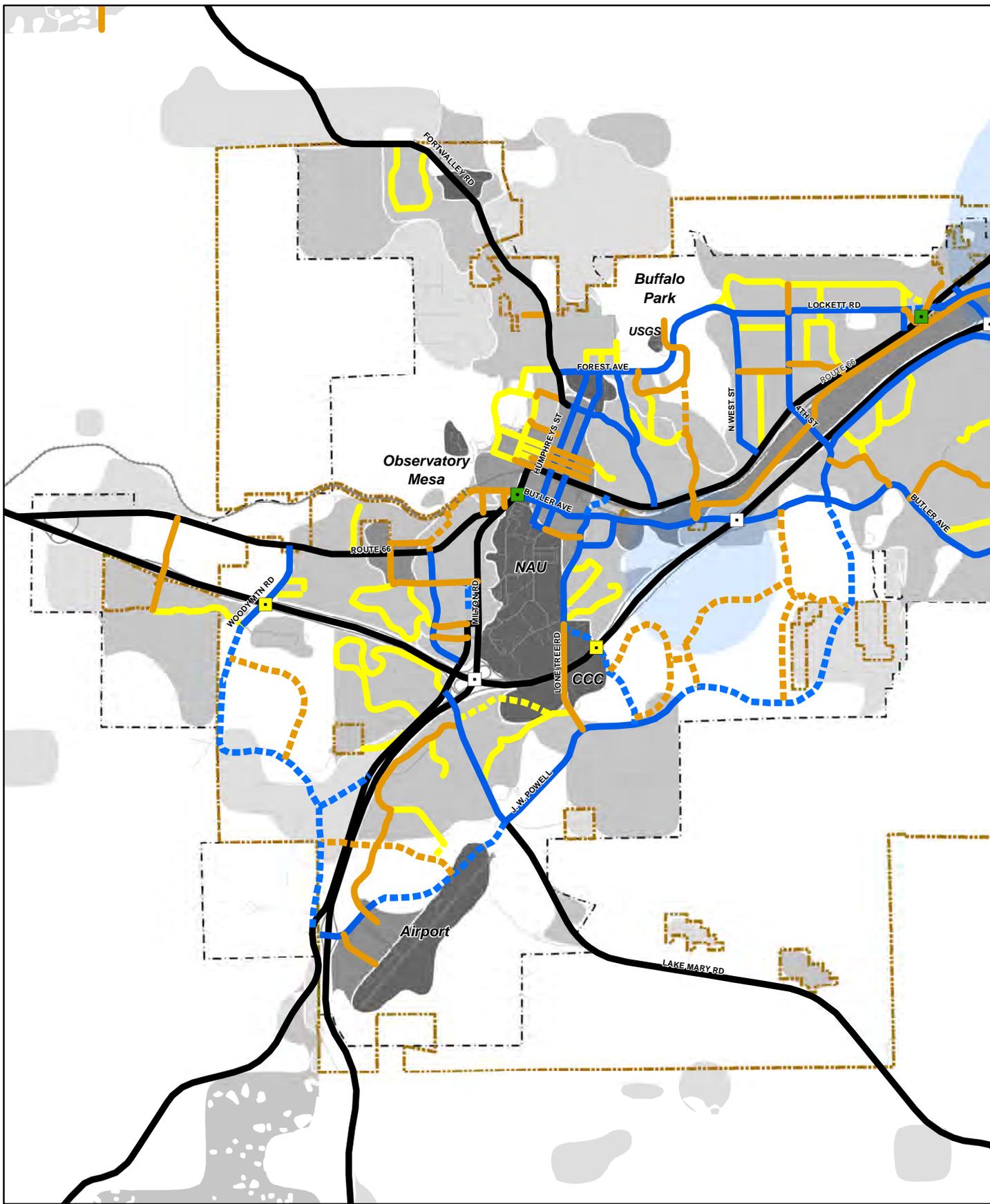
Inside this Chapter:

How We Get Around	X-2
Mobility and Access	X-6
Safe and Efficient Multimodal Transportation	X-8
Environmental Considerations	X-8
Quality Design	X-9
Pedestrian Infrastructure	X-10
Bicycle Infrastructure	X-11
Transit	X-14
Automobiles	X-18
Passenger Rail and Freight	X-21
Air Travel	X-21
Public Support for Transportation	X-22

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.



**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

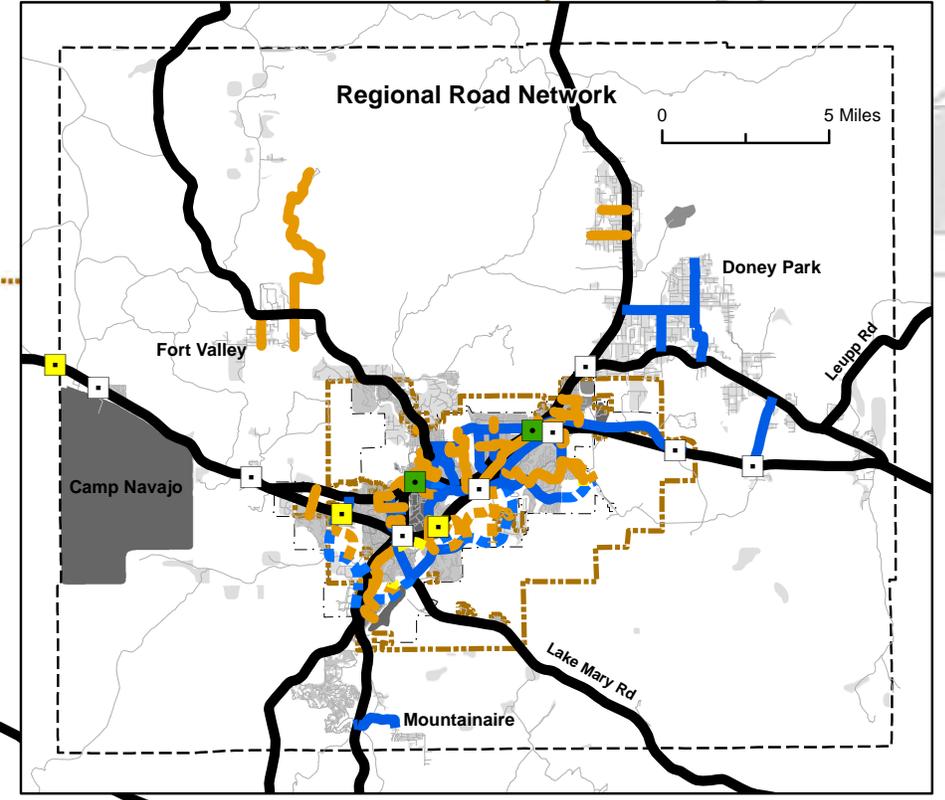
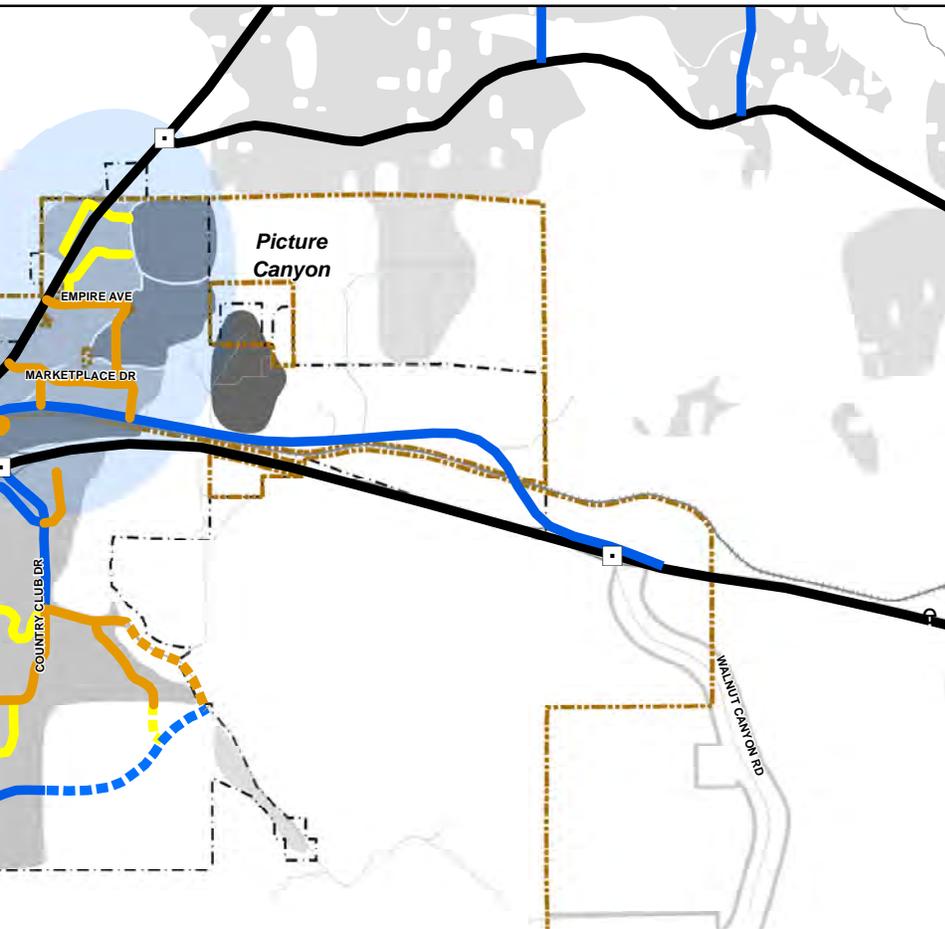
Special District

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

NORTH



**FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS**



Automobiles 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.

~~Place Types and Corridors~~ 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 functions roles and sets general expectations for the smaller access corridors. The corridor classifications should be understood as a sliding scale with circumstances dictating how purely a road can serve its function the road’s functional class. Corridors may be classified by function 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.

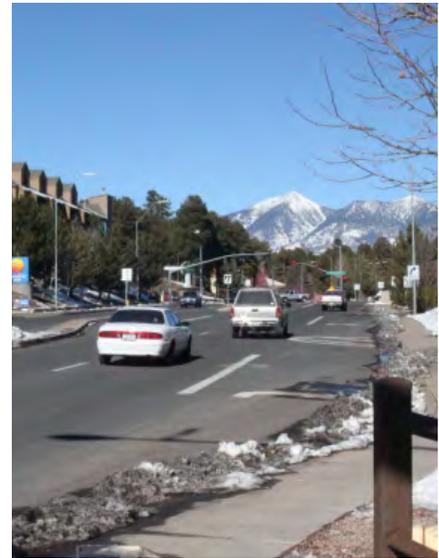


Photo credit: City of Flagstaff

Corridors and Place Types

The term “corridor” is used in the Community Character, Growth & 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.

<p>Regional Travel Facilitates long-distance travel across and between regions</p>	<ul style="list-style-type: none"> • Freeways • Passenger and freight rail • Major arterials • Dedicated express bus lanes
<p>Circulation Provides for movement between neighborhoods and non-residential uses</p>	<ul style="list-style-type: none"> • Minor arterials • Urban thoroughfares • Major collectors • Minor collectors • Fixed transit routes • Multi-modal trails
<p>Residential Access or Access Local access to adjacent land uses</p>	<ul style="list-style-type: none"> • <u>Minor collectors</u> • Local streets – commercial and residential, neighborhood streets • Sidewalks, crosswalks, pedestrian connections

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.

Freeways – serve regional travel as a high-capacity carrier for automobiles and trucks and provide space and shelter via rest areas and truck stops. They accommodate high-speed, long trips that connect the region to the state and nation. Freeways build regional economies, but can destroy landscapes, cities and neighborhoods if improperly planned. Freeways require large rights-of-way (up to 300 ft. or more), are designed with full access control and are intended to carry a large percentage of trucks. Adjacent land uses may include commercial areas, open space, public lands, industrial sites, and certain institutional sites. Residential property will not abut freeways unless separated by adequate buffering.



Photo credit: City of Flagstaff

Major Arterials – serve regional travel on relatively high-capacity roadways as a carrier for predominantly cars, transit, trucks, and bicycles. Pedestrians will find passage along these arterials and special attention is given to pedestrian crossings. Space and shelter is found at bus stops, pedestrian waiting areas at intersections, and mid-block crossings. Key connections are to major regional centers of activity and to extra regional destinations like other cities. As in the case of Route 66, this major arterial is symbolic of “the mother road” – regional identity and pride. Throughput capacity provided by strong access management will be emphasized over direct property access. Adjacent land uses include highway and regional commercial areas, open space, public lands, industrial sites, and institutional sites. Residential property will not abut major arterials unless separated by adequate buffering.

Minor Arterials – serve circulation and some travel functions within and between different areas of the region. Activity centers will often be located along a minor arterial or at the intersection with another minor arterial or a major collector. All modes are carried on minor arterials with increasing emphasis on the bicycle and pedestrian modes. Space and shelter become more pedestrian in scale, more frequent, and generous. A minor arterial like Lake Mary Road might symbolize the “Great Outdoors.” Connections between residential and commercial areas, regional parks, and major institutions are often made by minor arterials. Adjacent land uses include residential and commercial areas, open space, public lands, industrial sites, and institutional sites.

Thoroughfares – are unique components of the urban network. They synthesize circulation, access, and to a lesser extent, travel functions. The roles they serve are more balanced and at a uniformly high level. All modes are carried with special emphasis on the pedestrian, transit, and bicycle modes. Space and shelter are vital components to thoroughfares as a wide range of face-to-face interactions will take place here.

Major Collectors – serve circulation by collecting traffic from minor collectors and local streets in an area and deliver it to major or minor arterials. All modes of transit are carried. These roadways are generally contained entirely within a recognizable area and connect adjoining neighborhoods with each other. Adjacent land uses include residential areas, commercial areas, open space, public lands, industrial sites, and institutional sites. Moderate access management is expected with limited direct access being acceptable.

Minor Collectors – collect traffic from local streets and deliver it to major collectors or minor arterials. They serve as carriers for pedestrians, bicycles, and cars with lesser roles for transit and trucks. Connections are made between smaller neighborhoods and parks and occasional convenience centers. Through trips are discouraged as space and shelter activities have increased including promenading, recreational walking, and exercise. Adjacent land uses include residential and commercial areas, open space, public lands, industrial sites, and institutional sites.

Connectors/ Commercial Local/ Residential Local (Neighborhood Streets)/ Alleys – are all minor roads that provide direct vehicle, bicycle, and pedestrian access to individual commercial and residential properties, providing no route continuity beyond the areas they serve. Alleys provide secondary access to the rear of residential or commercial properties and may also be used to provide access to parking garages and surface parking lots. They carry pedestrians, bicycles, and cars and in commercial areas, some streets will provide access to trucks. In residential areas the street surface may be used for impromptu recreational activities, visiting, and car-washing. As place builders, these streets are vital in creating an attractive setting, efficient access, safe operations, and strong internal circulation.

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.





PLAN AMENDMENTS

Date of Resolution	Resolution Number	Description of Amendment	Pages Changed
October 20, 2015	2015-35	La Plaza Vieja Neighborhood Specific Plan Minor Plan Amendment	XVI-1
November 17, 2015	2015-XX	Maps 21 and 22: Future Growth Illustrations Minor Plan Amendment - New area type of Existing Suburban	IX-28-29
December 1, 2015	2015-XX	Map 25: Road Network Illustration Major Plan Amendment and related text edits	IX-35-57 X-1, X-4-5, X-18-22