

**LASS  
+CAP**  
LAND AVAILABILITY AND  
SUITABILITY STUDY +  
CODE ANALYSIS PROJECT

**CITY OF FLAGSTAFF**

# LAND AVAILABILITY & SUITABILITY STUDY REPORT

**FEBRUARY 2024 DRAFT**



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- Appendix 2: Opportunity Site Infrastructure Spreadsheet
- Appendix 3: Downtown Flagstaff Vision & Action Plan – Catalytic Projects Excerpt
- Appendix 4: Transportation System Maps

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## ACRONYMS

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ADOT.....	Arizona Department of Transportation
CAP.....	Code Analysis Project
Cascadia.....	Cascadia Partners LLC
City.....	City of Flagstaff
County.....	Coconino County
CUP.....	Conditional Use Permit
DOWL.....	DOWL LLC
Draft DFVAP.....	2023 Draft Downtown Flagstaff Vision and Action Plan
FEMA.....	Federal Emergency Management Agency
FCV.....	Full Cash Value
FRP.....	Flagstaff Regional Plan
FZC.....	Flagstaff Zoning Code
GBD.....	GBD Architects Inc.
GIS.....	Geographic Information System
LASS.....	Land Availability and Suitability Study
NAU.....	Northern Arizona University
NWI.....	National Wetland Inventory
ROW.....	Right-of-Way
SF.....	Square Feet
State.....	State of Arizona
TIA.....	Transportation Impact Analysis
UGB.....	Urban Growth Boundary
USACE.....	United States Army Corps of Engineers
USFS.....	United States Forest Service
USFWS.....	United States Fish and Wildlife Services
USGS.....	United States Geologic Survey
WSIA.....	Water Sewer Impact Analysis



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## 1.0 INTRODUCTION

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### 1.1 Acknowledgements

#### 1.1.1 Land Acknowledgement

The City of Flagstaff humbly acknowledges the ancestral homelands of this area's Indigenous nations and original stewards. These lands, still inhabited by Native descendants, border mountains sacred to Indigenous peoples. We honor them, their legacies, their traditions, and their continued contributions. We celebrate their past, present, and future generations who will forever know this place as home.

#### 1.1.2 Acknowledgements (Project Team & Committees)

An extensive team was involved in the Land Availability and Suitability & Code Analysis Project (LASS-CAP). DOWL prepared this LASS report for the City of Flagstaff, in close coordination with City staff and other key partners, including project team partners, Cascadia Partners (Cascadia), GBD Architects (GBD) and Building Community Flagstaff (BCF). DOWL and the City of Flagstaff are thankful to those who helped prepare this report, including the various community members and stakeholders who engaged with the project team through written comments and workshop meetings. This report represents countless hours dedicated toward Flagstaff's future and the betterment of this community; your knowledge, expertise, and experiences were invaluable to the project team and are crucial to this project's success and Flagstaff's future.

The following project team members are acknowledged for their contributions to the project:

#### City of Flagstaff

- Michelle McNulty, AICP, CPM
- Tiffany Antol, AICP
- Genevieve Pearthree, AICP
- Jennifer Mikelson
- Justyna Costa
- Jenny Niemann
- Nicole Antonopoulos, TDM-CP
- Sarah Darr
- Paul Mood, PE

#### Mountain Line

- Estella Hollander

#### Flagstaff City Council

- Beck Daggett, Mayor
- Austin Aslan, Vice Mayor
- Deborah Harris, Councilmember
- Kara House, Councilmember
- Lori Matthews, Councilmember
- Jim McCarthy, Councilmember

- Miranda Sweet, Councilmember

#### Consultant Team

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- Sam Sterling, DOWL
- Matthew Robinson, DOWL
- Jamin Kimmell, Cascadia Partners
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- Mark Raggett, GBD Architects
- Eric McDaniel, GBD Architects
- Renee RedDay, Building Community Flagstaff

#### Sterring Committee (LASS)

- Jeff Bauman, Traffic Engineer (Engineering and Capital Improvements Division)
- Jerry Bills, Deputy Fire Chief (Flagstaff Fire Department)
- Bryce Doty, Real Estate Manager (Community Development Division)
- Dave Millis, Development Engineer (Engineering and Capital Improvements Division)
- Mark Gaillard, Fire Chief (Flagstaff Fire Department)
- Heidi Hansen, Economic Vitality Director (Economic Vitality Division)
- Dave McIntire, Community Investment Director (Economic Vitality Division)
- Shannon Jones, Water Services Director (Water Services Division)
- Scott Overton, Public Works Director (Public Works Division)
- Jackson Salazar, Water Services Plan Reviewer (Water Services Division)
- Ed Schenk, Water Services Manager – Stormwater (Water Services Division)

## **1.2 Report Overview**

### ***1.2.1 Project Purpose***

Flagstaff is the regional economic hub for northern Arizona, providing critical commercial services and vital institutional activities for the region. Flagstaff is growing rapidly and encompasses an area over 66 square miles, making it the largest city in northern Arizona. Flagstaff's rapid and continued growth, in conjunction with a housing crisis being felt across the country, has presented a vital need for Flagstaff to better understand the extent of land is available in Flagstaff for housing development, the barriers that exist to developing new housing, and the changes that can be made to the City's development code and processes to increase the supply of new housing and meet existing City of Flagstaff goals for housing and sustainability.

This report and its findings represent the "LASS" component of the LASS-CAP project, which has the purpose of:

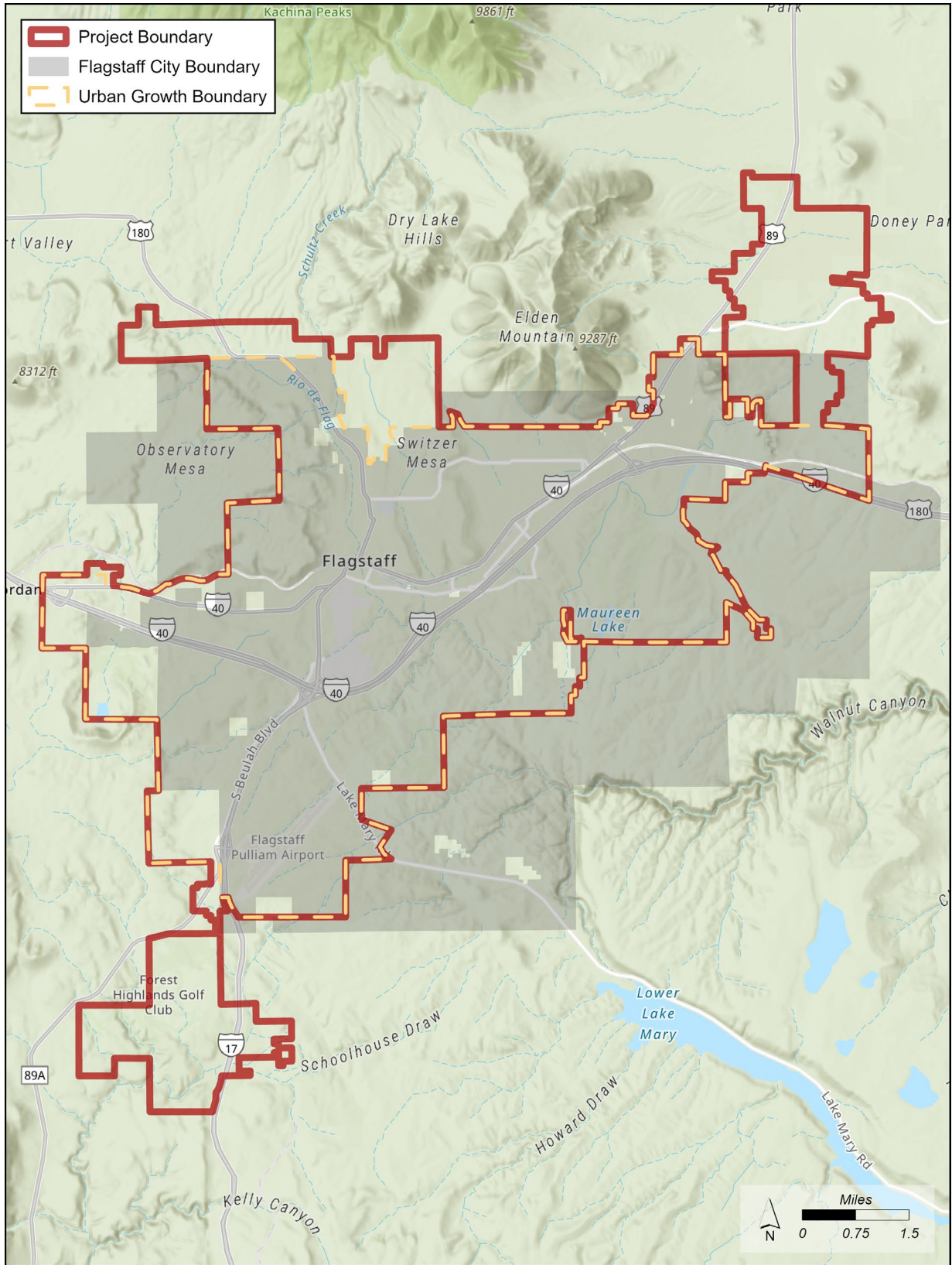
- Establishing a preliminary buildable land inventory for the City of Flagstaff and peripheral areas in the project's study area;
- Determining which areas are buildable by applying screening criteria to the study area based on environmental constraints; and
- Identifying and assessing "opportunity sites" from the resulting net buildable land inventory. These are sites that present unique opportunities for the creation of housing.

### 1.2.2 Study Area

The LASS study area is illustrated in Figure 1 on the following page and largely consists of land within the current Flagstaff city limits, but also includes lands within Flagstaff's Urban Growth Boundary (UGB) and other limited areas within unincorporated Coconino County that lie beyond existing city-limits and the UGB. The UGB is a boundary used to mark the separation of urbanizable land from rural lands, or lands that can be served by urban-level services (such as sewer and water utilities) and lands that cannot be served without extensive infrastructure improvements. Unincorporated Coconino County lands within the study area include areas such as Cachina Village to the south, Doney Park to the northeast, and areas along U.S. Hwy 180/Fort Valley Road to the northwest.

Within the study area boundary, all lands that were deemed to have the potential to yield residential development were considered. These included residentially zoned lands, commercially zoned lands, and industrially zoned lands. In addition, publicly-owned properties, regardless of zoning, were analyzed, as well as lands zoned Public Facility (PF). Forest and Public Open Space lands, schools (apart from land owned by the Flagstaff Unified School District), and lands owned by certain public entities were generally considered unavailable for residential development and were largely excluded from this analysis.

Figure 1: LASS Study Area



### 1.2.3 Organization of This Report

The rest of the LASS report is organized into the following chapters:

- **Chapter 2.0 Methods** presents the methodology and environmental screening criteria used to determine Flagstaff's buildable lands inventory as well as the methodology and process for the selection of Opportunity Sites.
- **Chapter 3.0 Available Vacant & Underutilized Land Analysis** summarizes the land availability by land use designation and quantifies the impact of each environmental screening criterion on this inventory.
- **Chapter 4.0 Residential Opportunity Sites Overview** describes and identifies the opportunity sites selected that present unique opportunities for the development of housing.
- **Chapter 5.0 Infrastructure Gap Analysis** assesses the land use characteristics and infrastructure readiness of opportunity sites identified in Chapter 4.0 in order to identify next steps to facilitate housing development on each site that is in line with the City's housing and sustainability goals.
- **Chapter 6.0 Conclusion & Further Analysis** summarizes the findings of the LASS report and broadly identifies housing development barriers that should be assessed further with the code analysis portion of LASS-CAP.

## 2.0 METHODS

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### 2.1 Available Vacant & Underutilized Land Analysis Methodology

In order to determine the amount of buildable land within the LASS study area, a buildable lands analysis was conducted using geographic information systems (GIS). Table 1 below identifies the data sources used by the project team in order to complete this analysis.

**Table 1: Data Sources for Analysis**

Data	Source	Description
Tax Lots	Coconino County	Tax lot boundaries for the entire County
Building Footprints	Coconino County	Polygons of building footprints for the entire County
Coconino County Zoning	Coconino County	Zoning designation for lands outside Flagstaff city-limits
City of Flagstaff Zoning	City of Flagstaff	Zoning designation for lands inside Flagstaff city-limits
LiDAR	City of Flagstaff/USGS	LiDAR surface data for the entire County
City Boundary	City of Flagstaff	Current city-limits for the Flagstaff
Streets	City of Flagstaff	Centerlines for streets within Flagstaff and adjacent unincorporated areas
UGB	City of Flagstaff	Current Flagstaff UGB
Flood Hazard Zones	City of Flagstaff/FEMA	Flood hazard areas identified by Flagstaff and FEMA mapping, including the 100-year floodplain
Parks/Open Spaces	City of Flagstaff	Designated park and open space areas in Flagstaff
Schools	City of Flagstaff	Public and private educational institutions in Flagstaff
Stream Centerlines	City of Flagstaff	Stream centerlines for streams within the City
Water/Sewer/Storm Utilities	City of Flagstaff	Existing water, sanitary sewer and storm sewer utility lines within Flagstaff
Wetlands	USFWS NWI	Wetlands identified in the National Wetland Inventory

To help further explain the methodology for this study, the following are some key terms and their definitions:

- **Improvement Full Cash Value (FCV)** means the assessed value of structures and buildings on a given parcel per the Coconino County Assessor.
- **Vacant** means land (i.e. parcels) that have no structures or have buildings with essentially no value. For the purpose of this inventory, lands with an improvement FCV per the Coconino County Assessor of zero dollars are considered vacant land.



- **Underutilized** means land that has structures with a low enough improvement FCV that economic forces could result in their redevelopment for a greater or higher value use (such as housing). Parcels with the lowest 10% of improvement FCV per parcel area ratio in each land use category are considered underutilized.
- **Developed** means lands that have a high improvement FCV, indicating that economic conditions would likely discourage redevelopment in the near future. For the purpose of this analysis, this also includes platted subdivision lots that have not yet had a house constructed on it.
- **Public land** means land in public ownership by City, County, State or Federal governments or other public ownership entities. Generally, publicly owned land was removed from further analysis, apart from land owned by the following public entities:
  - Arizona State Trust
  - City of Flagstaff
  - Coconino County
  - Flagstaff Unified School District
  - Northern Arizona Intergovernmental Public Transportation Authority (Mountain Line)
  - Lowell Observatory
- **Undevelopable land** means land that, due to non-environmental factors, is not considered developable. Parcels that contained or were subject to the following conditions were removed from further analysis:
  - Gas and electric utility infrastructure;
  - Partially completed structures;
  - Cemeteries and/or or mortuaries;
  - Golf courses;
  - Limited use well sites and private roads;
  - Railroad ownership;
  - Deed-restricted areas within subdivision plats, including subdivision and condominium plat common areas; and
  - Land that cannot support development due to size or shape, such as narrow strips of land adjacent to public right-of-way.

- **Constrained Land** means areas of land that fall within one or more of the environmental screening criteria identified in [Section 2.1.3](#) that could limit the buildability of a parcel.
- **Unconstrained Land** means areas of land not affected by one or more of the environmental screening criteria in [Section 2.1.3](#) and are generally considered to be “buildable”.
- **Buildable/Available Land** means areas of unconstrained land on vacant or underutilized parcels. Lands described as buildable or available are areas that could theoretically redevelop. “Buildable” and “Available” are used synonymously within this report.

The following sections identify the sequential steps taken in order to create a buildable lands inventory for Flagstaff. [Chapter 3.0](#) identifies the results of this analysis.

### *2.1.1 Land Use and Ownership Filters and Categorization*

As a first step in the analysis, parcels within the study area were categorized based on their zoning designation. Based on a parcel’s zoning designation, each parcel was categorized into one of the four following land use categories for further analysis:

- **Residential** – includes all residential zones and City transect zones.
- **Commercial** – includes all commercial zones.
- **Industrial** – includes all industrial zones.
- **Public** – including parcels zoned Public Facility (PF) and all publicly-owned parcels regardless of zoning designation. Publicly owned parcels includes those that meets the definition provided previously.

For parcels in the study area that are in the County and not currently under a City-designated zone, the consultant team assigned the nearest-applicable City zoning designation that approximates the County’s zoning assignment for the site. Once these County parcels were assigned a similar City zoning designation, they were categorized into one of the four land use categories. Table 2 on the following page identifies the City zoning designation that County parcels were assigned based on their County zoning designation.

**Table 2: County to City Zoning Assignments**

Flagstaff Zone Assignment	Coconino County Zone
RR/ER	AR, AR-1 1/2, AR-2, AR-2 1/2, AR-5, G, RR, RR-2, RR-4, RR-5, RR-7, RS-1, RS-3, RS-36,000, RS-4, RS-40,000, RS-5
R1	RS-10,000, RS-18,000, RS-6,000
MR	RM-10/A
MH	MHP
SC	CN-0.5/A, CN-2/A
CS	CH-10,000
HC	CG-10,000
LI	IL-10,000
PF	PS
POS	OS
<i>No Equivalent</i>	PC, PRD

Parcels with the following zoning designations were removed from the analysis:

- **City Zones: Public Lands Forest (PLF)- and Public Open Space (POS)-zoned lands** were removed due to their intended preservation for public use and open space areas.
- **County Zones: Planned Residential Development (PRD)- and Planned Community (PC)-zoned lands** were removed because this zoning designation is only applied once a planned residential community is approved, an indication that the property is already substantially committed for development.

Parcels that are in use as schools/educational institutions (apart from land owned by the Flagstaff Unified School District), parks and open space areas or churches were also removed due to the unlikelihood that these uses would redevelop for other uses in the near future. This also includes the entire Northern Arizona University campus. All other parcels that meet the definition for “undevelopable” were also removed.

An additional consideration with the project was how to address situations in which lots shared multiple zoning districts, a reasonably common condition referred as “split-zoning.” Given that this study was primarily conducted using GIS and GIS assigns property attributes within single parcels, it was necessary to generally categorize these split-zoned parcels into one of the four land use categories. In order to categorize split-zoned parcels, the following steps were taken:

1. Zoning classifications that covered less than 30 square feet of a parcel were removed in order to account for mapping discrepancies i.e., minor or slight differences in boundaries between parcel data and the zoning designation boundaries). These parcels were categorized based on the zoning designation that covered the vast majority of the parcel’s area.
2. The remaining split-zoned parcels were duplicated within the inventories in order to have one entry for each land use category, with all of the same parcel data otherwise included

in both categories. When calculating acreage totals for the study area as a whole, split-zoned parcels were considered separate in order to not double count their acreage.

It is important to note that for the purpose of this analysis, parcels that are split-zoned with zoning designations that would otherwise fall in the same land use category were not considered split-zoned. For example, if a parcel was zoned both R-1 (Single-family residential) and HR (High Density Residential), both of these zones are residential, so this parcel would be categorized as “Residential” regardless. Only split zoned parcels with two or more zones in different land use categories (e.g., a residential and industrial zone) needed to be addressed.

**2.1.2 Vacant & Underutilized Land Analysis**

With all parcels in the study area now categorized as either Residential, Commercial, Industrial or Public, parcels could now be categorized as either vacant or underutilized per the definitions previously provided. This analysis was conducted in the following manner for each of the four land use categories.

1. Parcel acreage was calculated for each parcel in GIS.
2. The improvement FCV per acre ratio was calculated for each parcel.
3. Parcels with an improvement FCV that equaled zero or “null” were categorized as vacant.
4. The remaining parcels (non-vacant parcels based on improvement FCV) were considered separately within each of the four land use categories.
5. Within each of the four categories, parcels within the lowest 10% improvement FCV per acre ratio were categorized as underutilized. All other parcels were considered developed as their improvement FCV per acre ratio was considered to be high enough that redevelopment was unlikely to occur as a result of market forces.

It should be noted that the improvement FCV per acre threshold for determination of an “underutilized” site is a different value for each of the four land use categories due to the fact that each of the four land use categories represent a different market type with different respective market values. The cutoff values for each of the four land use categories are shown in Table 3.

**Table 3: Improvement FCV per Acre Cut-off Limit by Land Use Category**

Land Use Category	Cutoff Limit Value
Residential	\$317,105/acre
Commercial	\$397,612/acre
Industrial	\$179,912/acre
Public	\$206,045/acre

Given many publicly-owned parcels are tax-exempt, nearly all publicly owned parcels in this analysis have an improvement FCV of \$0 per the Coconino County Assessor. For this reason, using improvement FCV per acre as a method for establishing if a publicly-owned parcel is underutilized is not possible. In order to account for this inconsistency, DOWL and City staff

manually reviewed publicly-owned parcels and removed certain parcels that are unlikely to redevelop based on their current use, regardless of their improvement FCV.

### 2.1.3 Environmental Screening Criteria

After all parcels were categorized as vacant, underutilized or developed, the consultant team applied environmental screening criteria to identify which lands were considered “buildable.” The environmental screening criteria identified by this subchapter were selected based on local, state and federal regulations that could limit development or land form alterations within these areas. Areas of land impacted by one or more of these environmental screening criteria are considered “constrained” and buildability and development potential are likely reduced. Areas of land outside of these environmental screening criteria are considered “unconstrained” and are generally considered to be buildable.

- **Floodplain and Floodway Lands.** Flood Insurance Rate Maps from the Federal Emergency Management Agency (FEMA) and local flood hazard maps from the City of Flagstaff were used to identify lands in floodways and 100-year floodplains. Lands that fall within floodways and 100-year floodplains are considered constrained.
- **Wetlands.** Wetlands mapped on the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) were used to identify lands within probable wetlands that may be considered “Waters of the U.S.”. It should be noted that Flagstaff and the State of Arizona do not have their own wetland protection regulations beyond those of the federal government. Lands that fall within NWI mapped wetlands are considered constrained.
- **Streams and Drainageways:** Stream centerlines mapped by the City of Flagstaff were used to identify streams and natural drainageways within the study area and a 20-foot buffer was applied to both sides of the stream centerline. While neither Flagstaff nor the State of Arizona require development setbacks from streams and drainageways, Flagstaff’s Stormwater Management Manual generally requires that development is setback from a channel’s top of bank in order to protect structures and development from channel bank erosion. The 20-foot buffer is intended to approximate that local constraint. Lands that fall within a stream’s centerline and buffer area are considered constrained.
- **Steep Slopes:** Using LiDAR data from Coconino County, slopes over 17% were calculated and identified. Flagstaff currently limits development on slopes greater than 17%, but only slopes 25% or greater were considered “steep slopes”. Lands that fall within slopes 25% or greater are considered constrained.

Using these environmental constraints, each parcel’s total constrained acreage and unconstrained acreage were calculated. The unconstrained areas of the study area are considered the study area’s “buildable lands”. Further details on the extent and impact of environmental constraints within the study area is provided in [Section 3.2](#) of this report.

## 3.0 AVAILABLE VACANT & UNDERUTILIZED LAND ANALYSIS

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### 3.1 Available Land by Land Use Category

This chapter describes the results of the available vacant and underutilized land analysis as well as the total buildable acreage available on vacant and underutilized parcels within the LASS study area. More specific results are provided for each of the four land use categories – Residential ([Section 3.1.1](#)), Commercial ([Section 3.1.2](#)), Industrial ([Section 3.1.3](#)), and Public ([Section 3.1.4](#)). In addition, results are identified separately for split-zoned parcels in order to ensure that split-zoned parcels are not counted twice.

Table 4 identifies the total vacant and underutilized acreage as well as the total number of vacant and underutilized parcels for each land use category within the entire study area. As shown, there are approximately 8,125 acres of vacant land across 2,242 parcels and approximately 5,399 acres of underutilized land across 1,822 parcels within the entire study area.

**Table 4: Study Area Vacant and Underutilized Acreage by Land Use Category**

Land Use Category	Vacant Acreage	Vacant Parcels	Underutilized Acreage	Underutilized Parcels
Residential	6,735	1,826	5,046	1,640
Commercial	322	262	194	155
Industrial	388	118	92	25
Public	2,831	176	58	6
Split-Zoned	597	26	67	2
<b>Total*</b>	<b>8,125</b>	<b>2,242</b>	<b>5,399</b>	<b>1,822</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*



Table 5 identifies the total vacant and underutilized acreage as well as the total number of vacant and underutilized parcels for each land use category, but only for land that falls within Flagstaff city-limits. As shown, there are approximately 6,686 acres of vacant land across 1,753 parcels and approximately 1,610 acres of underutilized land across 596 parcels within Flagstaff city-limits.

**Table 5: City Limits Vacant and Underutilized Acreage by Land Use Category**

Land Use Category	Vacant Acreage	Vacant Parcels	Underutilized Acreage	Underutilized Parcels
Residential	5,382	1,383	1,335	435
Commercial	271	231	126	135
Industrial	353	103	92	25
Public	2,752	161	58	6
Split-Zoned	597	26	57	1
<b>Total*</b>	<b>6,686</b>	<b>1,753</b>	<b>1,610</b>	<b>596</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

Table 6 identifies the totable buildable acreage within vacant and underutilized parcels for each land use category within the entire study area. As shown, there are approximately 7,062 acres of vacant buildable land and approximately 4,865 acres of underutilized buildable land within the entire study area.

**Table 6: Study Area Vacant and Underutilized Buildable Acreage by Land Use Category**

Land Use Category	Vacant Buildable Acreage	Underutilized Buildable Acreage
Residential	5,992	4,548
Commercial	266	175
Industrial	327	82
Public	2,568	51
Split-Zoned	408	60
<b>Total*</b>	<b>7,062</b>	<b>4,865</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

Table 7 identifies the total buildable acreage within vacant and underutilized parcels for each land use category, but only for land that falls within Flagstaff city-limits. As shown, there are approximately 5,790 acres of vacant buildable land and approximately 1,371 acres of underutilized buildable land within Flagstaff city-limits.

**Table 7: City Limits Vacant and Underutilized Buildable Acreage by Land Use Category**

Land Use Category	Vacant Buildable Acreage	Underutilized Buildable Acreage
Residential	4,802	1,131
Commercial	218	108
Industrial	293	82
Public	2,542	51
Split-Zoned	408	50
<b>Total*</b>	<b>5,790</b>	<b>1,371</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

Table 8 identifies and summarizes the percentage of constrained land (i.e., land that falls within one or more of the environmental screening criteria identified in [Section 2.1.3](#) that may limit developability of a parcel) and the percentage of unconstrained land (i.e., land that that is not affected by one or more of the environmental screening criteria identified in [Section 2.1.3](#) and is generally considered to be buildable) for both vacant and underutilized parcels within the entire study area. As shown, approximately 87 percent of vacant parcels and approximately 90 percent of underutilized parcels are unconstrained and considered buildable, and available for development for uses such as housing.

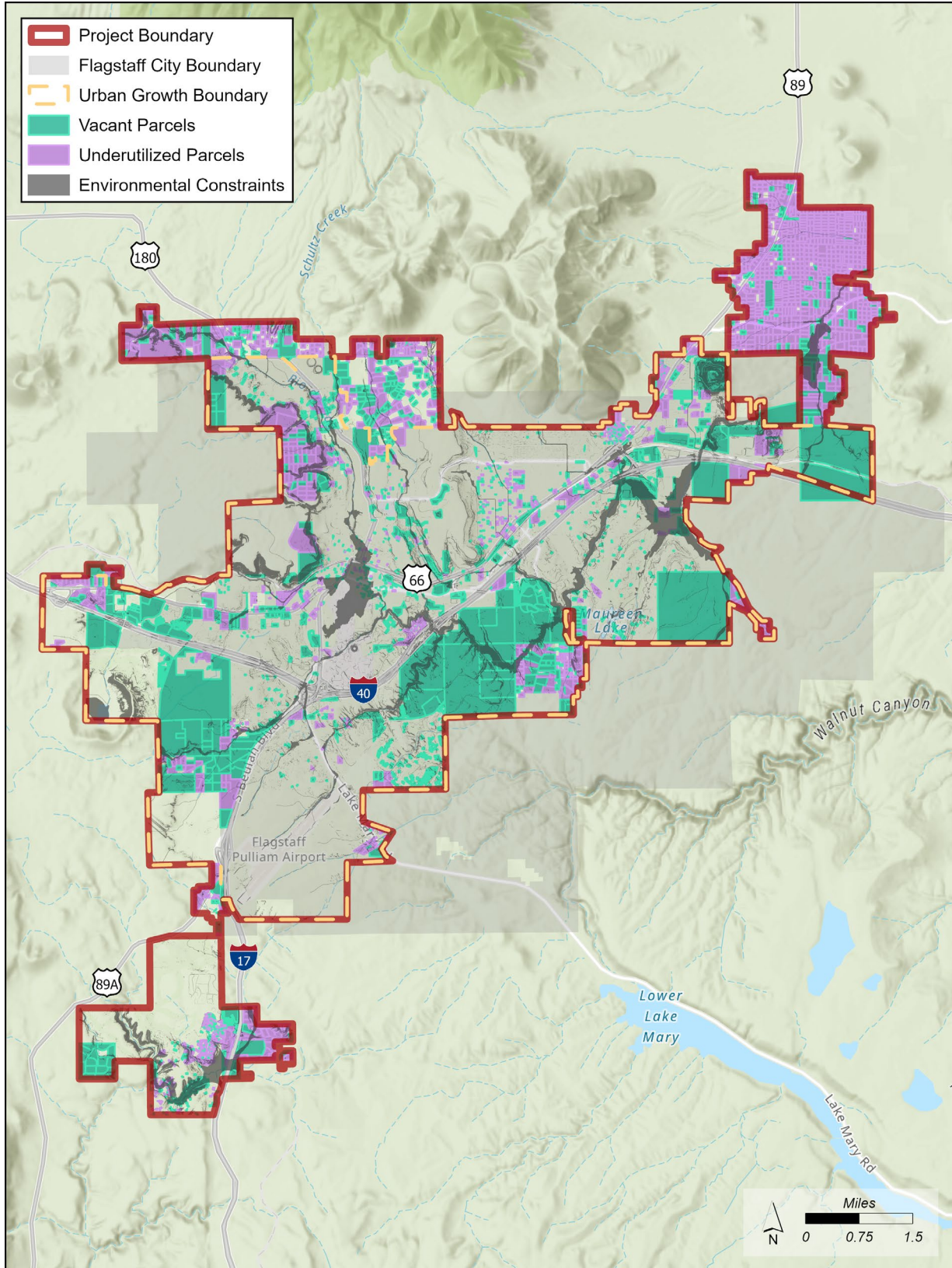
**Table 8: Study Area Vacant and Underutilized Acreage by Land Use Category Summary**

	Vacant		Underutilized	
	% Constrained	% Unconstrained (Buildable)	% Constrained	% Unconstrained (Buildable)
Residential	11	89	10	90
Commercial	17	83	10	90
Industrial	16	84	11	89
Public	9	91	12	88
Split-Zoned	32	68	10	90
<b>Total*</b>	<b>13</b>	<b>87</b>	<b>10</b>	<b>90</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

Figure 2 on the following page identifies the location of vacant and underutilized land within the study area. The following subchapters also provide additional details and findings for vacant and underutilized buildable acreage within each of the four land use categories.

**Figure 2: Study Area Vacant and Underutilized Land**



### 3.1.1 Available Residential Land

Table 9 identifies the study area’s total residential buildable acreage as well as the total residential buildable acreage on both vacant and underutilized parcels. Buildable acreage is further broken down by “total residential”, which includes split-zoned parcels, as well as “residential-only” parcels, which excludes split-zoned parcels.

As shown, the study area contains approximately 10,921 buildable acres, of which approximately 6,313 acres are on vacant parcels. Approximately 10,541 buildable acres fall within residential-only parcels. Approximately 381 buildable acres fall within split-zoned parcels, which are subject to other non-residential zoning designations.

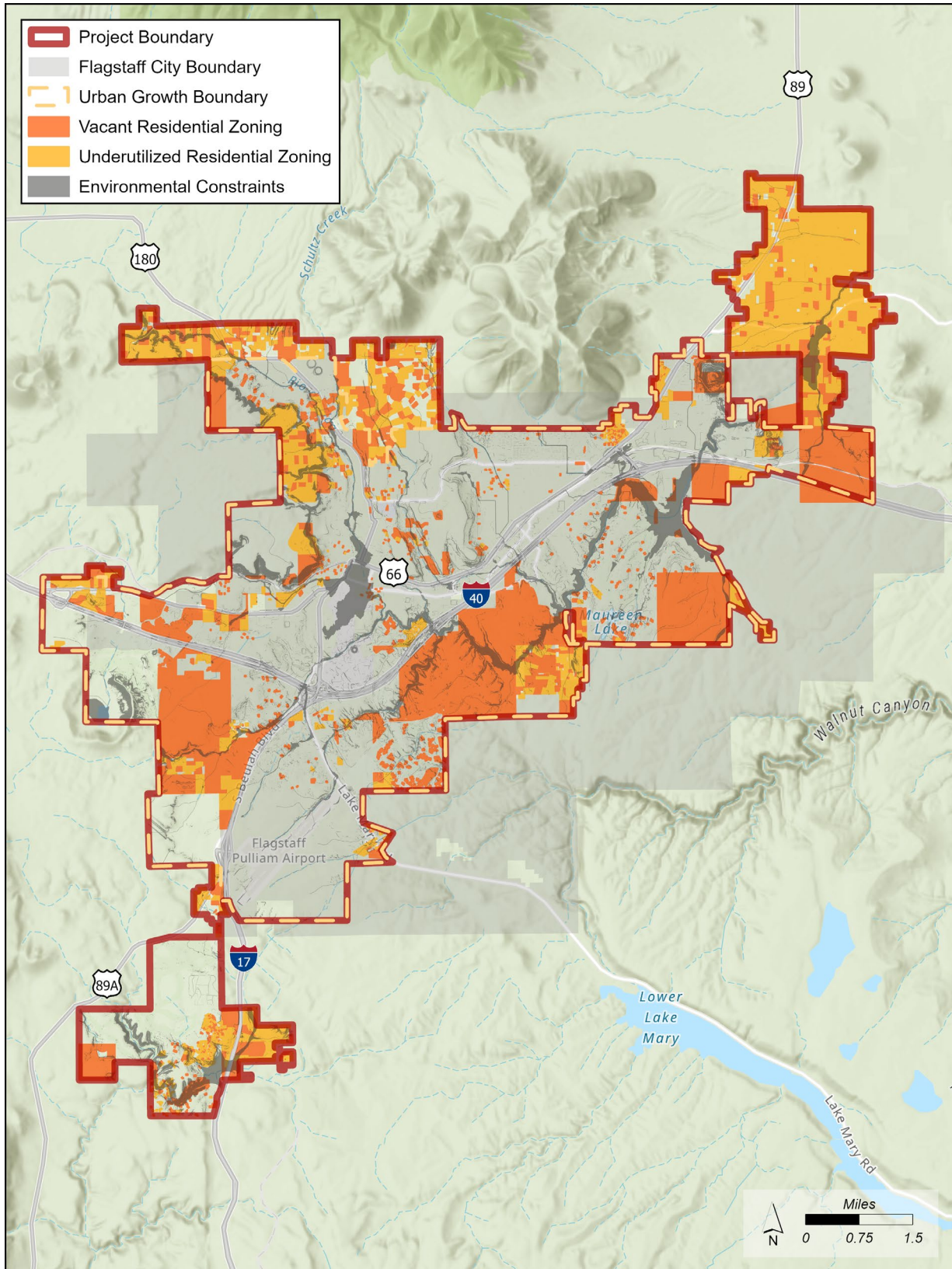
**Table 9: Study Area Residential Vacant and Underutilized Buildable Acreage**

	<b>Buildable Acreage</b>	<b>Buildable Acres on Vacant Parcels</b>	<b>Buildable Acres on Underutilized Parcels</b>
Total Residential (includes split-zoned parcels)	10,921	6,313	4,608
Purely Residential (excludes split-zoned parcels)	10,540	5,992	4,548

Figure 3 on the following page visually identifies the location of vacant and underutilized residential lands as well as the location of environmental constraints within the study area. Areas subject to environmental constraints indicate lands where buildability may be limited. Buildable residential land is largely concentrated in the periphery of the study area. The largest tracts of vacant and buildable residential land are owned by the Arizona State Trust.



**Figure 3: Vacant and Underutilized Residential Lands**



### 3.1.2 Available Commercial Land

Table 10 identifies the study area's total commercial buildable acreage as well as the total buildable commercial acreage on both vacant and underutilized parcels. Buildable acreage is further broken down by "total commercial", which includes split-zoned parcels, as well commercial-only parcels.

As shown, the study area contains approximately 661 buildable commercial acres, of which approximately 476 acres are on vacant parcels. Approximately 441 acres fall within commercial-only parcels, or parcels that are not split-zoned. Approximately 220 buildable acres fall within split-zoned parcels.

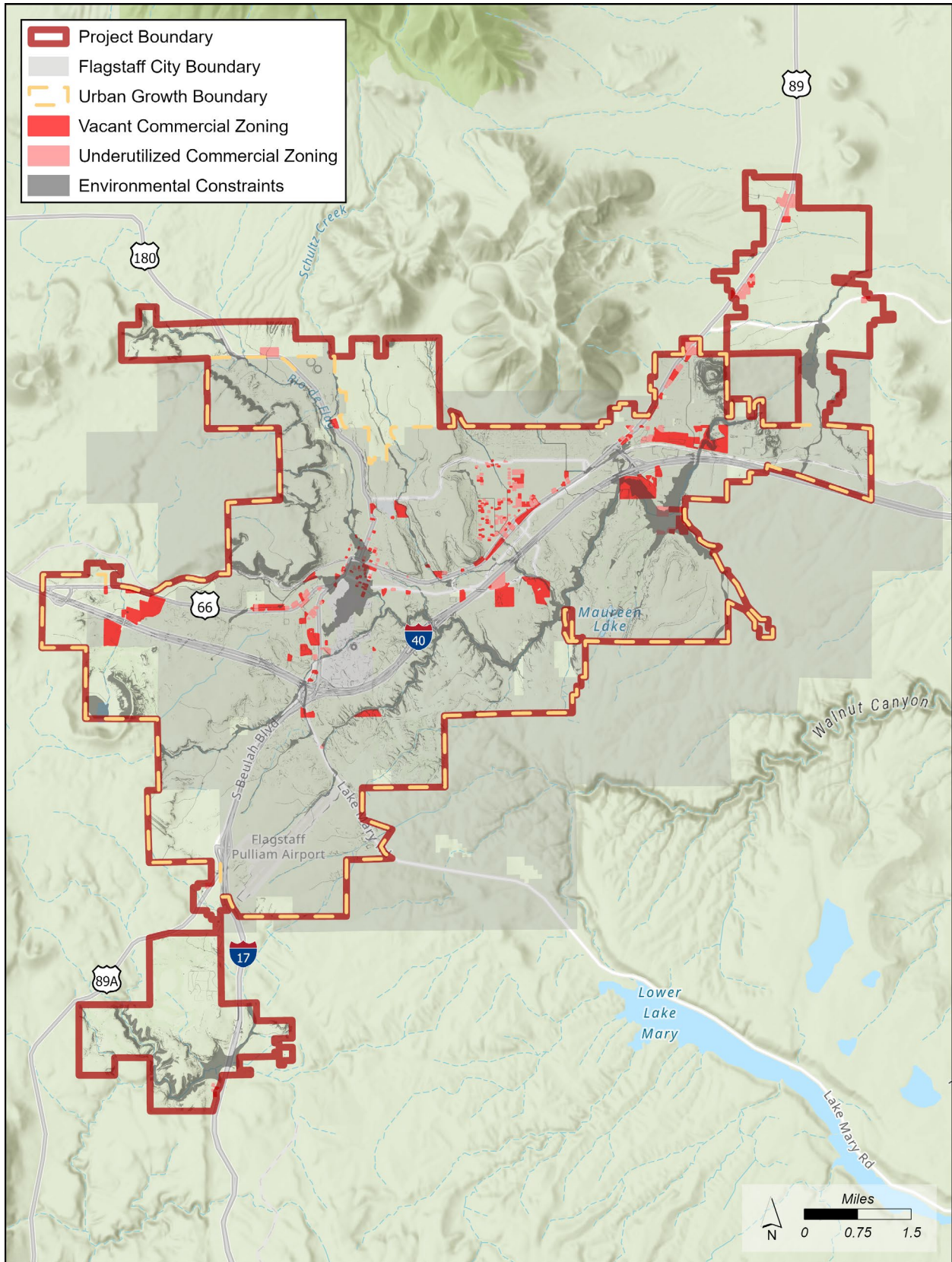
**Table 10: Study Area Commercial Vacant and Underutilized Buildable Acreage**

	<b>Buildable Acreage</b>	<b>Buildable Acres on Vacant Parcels</b>	<b>Buildable Acres on Underutilized Parcels</b>
Total Commercial (includes split-zoned parcels)	661	476	185
Purely Commercial (excludes split-zoned parcels)	441	266	175

Figure 4 on the following page visually identifies the location of vacant and underutilized commercial lands as well as the location of environmental constraints within the study area. Areas subject to environmental constraints represents lands considered to be "constrained" where buildability may be limited. Buildable commercial land is largely concentrated along major transportation routes and corridors, such as U.S. Route 66, U.S. Hwy 89, Interstate 40 and South Milton Road.



**Figure 4: Vacant and Underutilized Commercial Lands**



### 3.1.3 Available Industrial Land

Table 11 identifies the study area’s total industrial buildable acreage as well as the total buildable industrial acreage on both vacant and underutilized parcels. Buildable acreage is further broken down by “total industrial”, which includes split-zoned parcels, as well as industrial-only parcels, which excludes split-zoned parcels.

As shown, the study area contains approximately 659 buildable industrial acres, of which approximately 577 acres are on vacant parcels. Approximately 409 acres fall within industrial-only parcels, or parcels that are not split-zoned. Approximately 250 buildable acres fall within split-zoned parcels, which are subject to other non-industrial zoning designations.

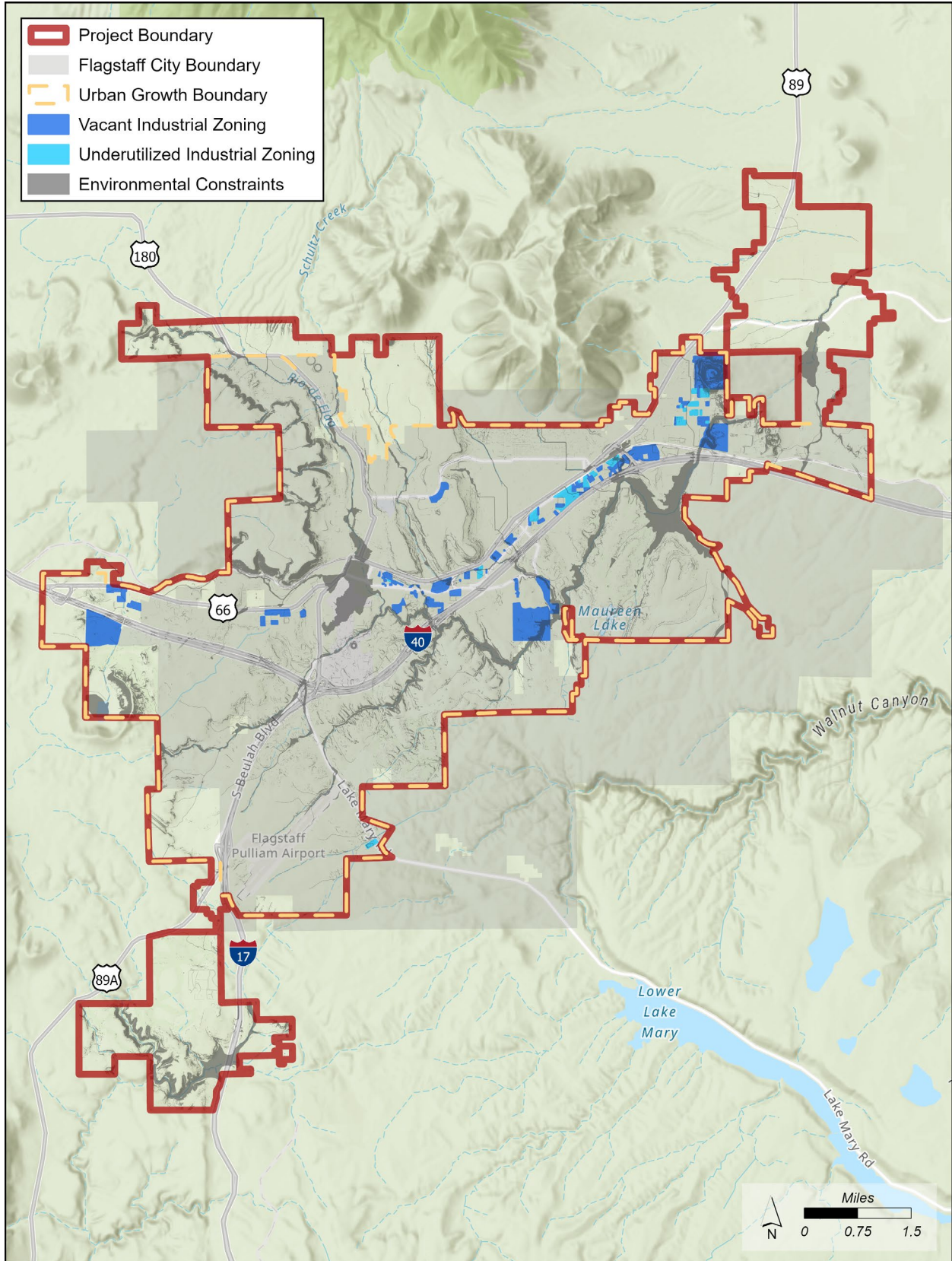
**Table 11: Study Area Industrial Vacant and Underutilized Buildable Acreage**

	<b>Buildable Acreage</b>	<b>Buildable Acres on Vacant Parcels</b>	<b>Buildable Acres on Underutilized Parcels</b>
Total Industrial (includes split-zoned parcels)	659	577	82
Purely Industrial (excludes split-zoned parcels)	409	327	82

Figure 5 on the following page visually identifies the location of vacant and underutilized industrial lands as well as the location of environmental constraints within the study area. Areas subject to environmental constraints represent lands considered to be “constrained” where buildability may be limited. Similar to commercial lands shown in Figure 3, buildable industrial land is largely concentrated along major transportation routes and corridors, such as U.S. Route 66, U.S. Hwy 89, Interstate 40.



Figure 5: Vacant and Underutilized Industrial Lands



### 3.1.4 Available Public Land

Table 12 identifies the study area’s total public buildable acreage as well as the total buildable acreage on both vacant and underutilized parcels. As previously discussed, parcels categorized as public include parcels that are publicly owned and meet the definition for “public land” provided in [Section 2.1](#). Therefore, these parcels are also identified in the other three land use categories. Given the underlying zoning designation is not relevant for this land use category, Table 11 does not differentiate between split-zoned and non-split-zoned parcels.

As shown, the study area contains approximately 2,619 buildable public acres, of which approximately 2,568 acres are on vacant parcels. Only 51 buildable acres are on underutilized parcels.

**Table 12: Study Area Public Vacant and Underutilized Buildable Acreage**

	Buildable Acreage	Buildable Acres on Vacant Parcels	Buildable Acres on Underutilized Parcels
Total Public	2,619	2,568	51

Figure 6 on the following page visually identifies the location of vacant and underutilized public lands as well as the location of environmental constraints within the study area. Areas subject to environmental constraints represent lands considered to be “constrained” where buildability may be limited. The study identified public lands owned by the following public entities:

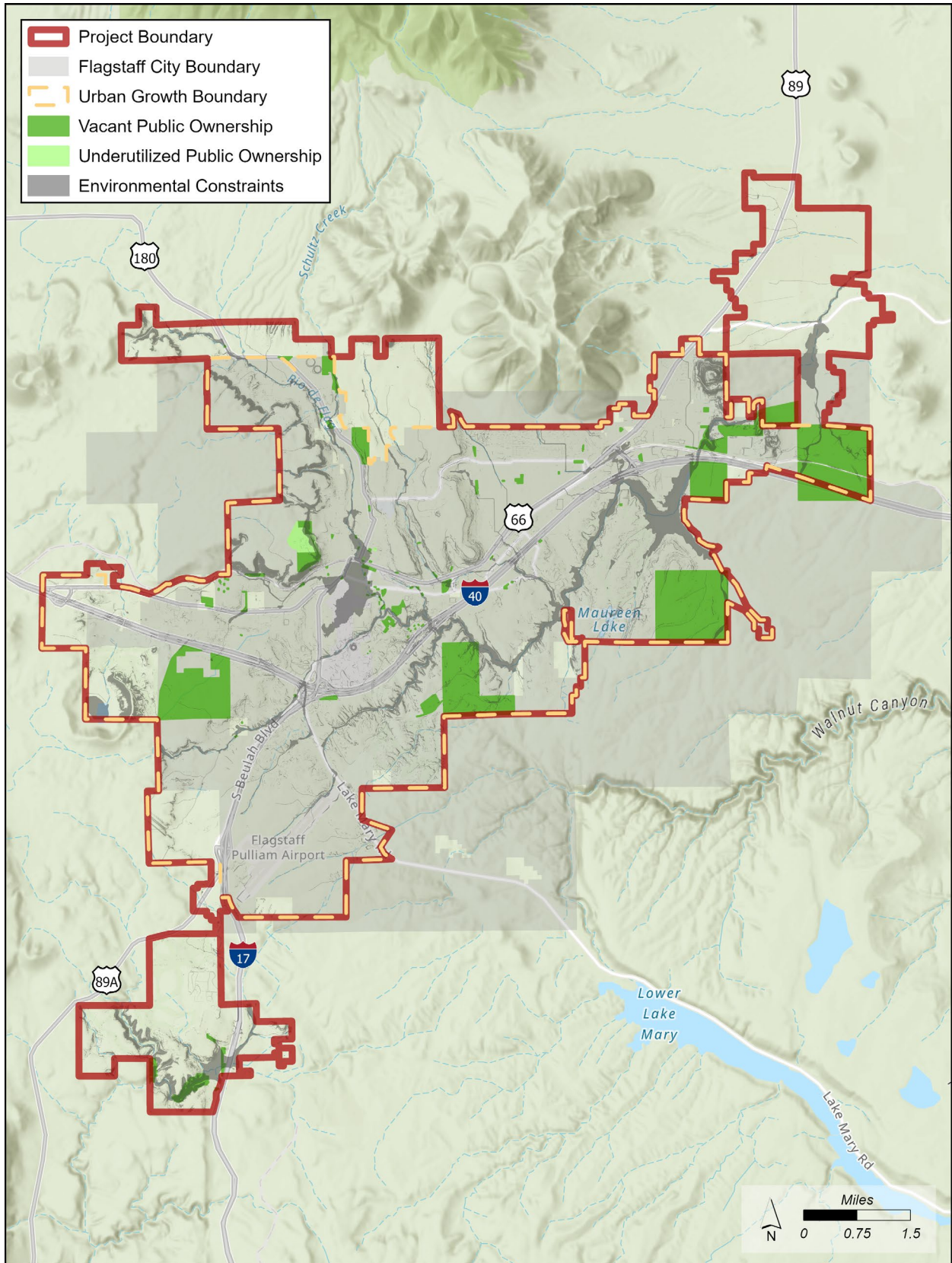
- Arizona State Trust
- City of Flagstaff
- Coconino County
- Flagstaff Unified School District
- Northern Arizona Intergovernmental Public Transportation Authority (Mountain Line)
- Lowell Observatory

Generally, vacant and underutilized public lands are dispersed across the study area, with the largest tracts of vacant and underutilized public lands being owned by the Arizona State Trust and Lowell Observatory, generally located on the periphery of the study and along the future J.W. Powell Blvd corridor. City of Flagstaff-owned parcels are largely concentrated in the downtown area and, while smaller in size, can provide increased density given their zoning and adjacency to alternative transportation options.

The large Arizona State Trust land tracts provide a unique opportunity to help meet Flagstaff’s growing housing needs given they are single, large parcels that are currently undeveloped. Single-ownership large tracts of land are conducive to master planning efforts which can support a variety of housing products at different levels of affordability that can be located in close proximity to jobs and services.



**Figure 6: Vacant and Underutilized Public Lands**



### 3.2 Environmental Constraint Screening

This chapter provides additional details on the four environmental screening criteria that were evaluated as a part of this analysis and used to determine the study areas buildable lands. These four environmental screening criteria included:

- **Floodplain and Floodway lands** per FEMA Flood Insurance Rate Maps and City of Flagstaff flood hazard mapping.
- **Wetlands** as mapped on the USFWS NWI.
- **Streams and Drainageways** as mapped by the City of Flagstaff with a 20 foot buffer applied on either side of the stream centerline.
- **Steep Slopes** using LiDAR data from Coconino County, slopes over 17% were calculated and identified. Flagstaff currently limits development on slopes greater than 17%, but only slopes 25% or greater were considered “steep slopes” for the purpose of this analysis.

Areas of land impacted by one or more of these environmental screening criteria are considered “constrained” and buildability and development potential may be limited. Areas of land outside of these environmental screening criteria are considered “unconstrained” and generally considered to be available and buildable. As described in [Section 2.1.3](#), these environmental screening criteria were selected based on local, state and federal regulations that could limit development or land form alterations within these areas. Land identified as “constrained” within this analysis does not limit or prevent development of a property. It is simply used as a tool for Flagstaff to broadly identify where land may or may not be available for development.

Figure 7 identifies the total constrained acreage by environmental constraint. As shown, the most impactful environmental constraints within the study area are areas that fall within the 100-year floodplain and floodway and slopes 25% or greater.

**Figure 7: Study Area Constrained Acreage by Environmental Constraint**

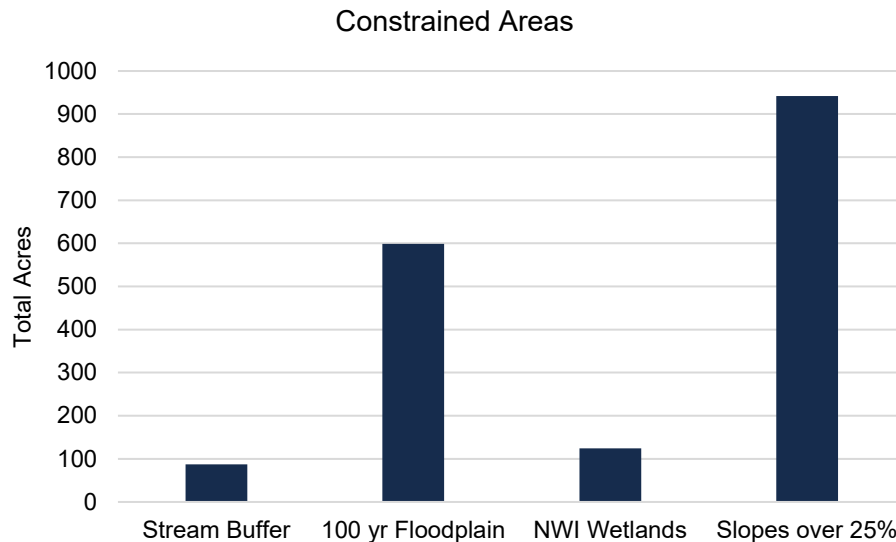
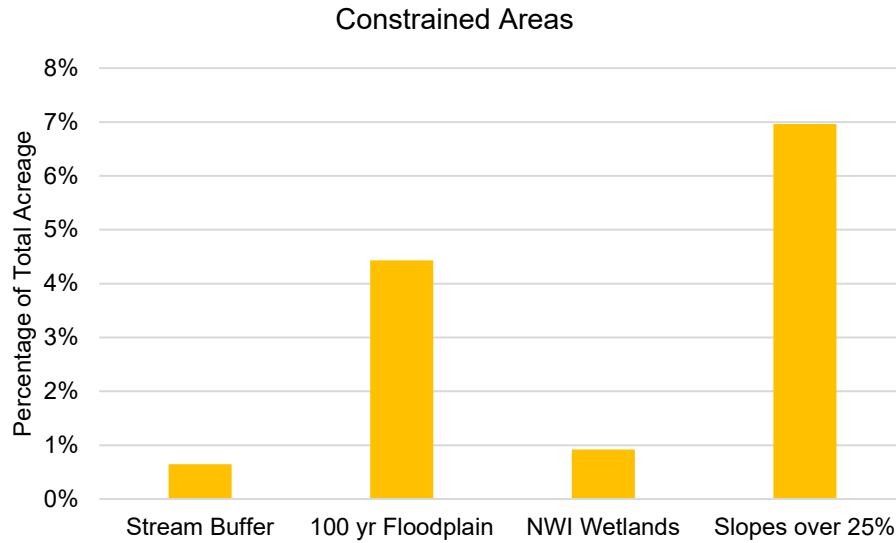




Figure 8 identifies the total percentage of the study area's land impacted by each environmental constraint. As shown, areas impacted by the 100-year floodplain and floodway and slopes 25% or greater represent the largest percentage of impacted land area, with each constraint impacting greater than 4% of the total land within the study area.

**Figure 8: Study Area Constrained Land Area Percentage by Environmental Constraint**



The following sections provide additional details on each of these four environmental screening criteria and their impact within the study area and within each land use category.

### 3.2.1 Streams

Stream centerlines were mapped within the study area using data provided by the City of Flagstaff and a 20-foot buffer was applied as measured from both sides of the stream centerline, for a total 40 foot corridor for mapped streams and drainageways. Stream corridors within the study area provide only a minimal impact on land availability, constraining less than 1% of the study area's total acreage as shown on Figure 8. Table 13 on the following page identifies the total acreage constrained within each land use category as well as split-zoned parcels, and the resulting percentage of each land use category's total land area constrained by streams.

**Table 13: Stream Constraints by Land Use Category**

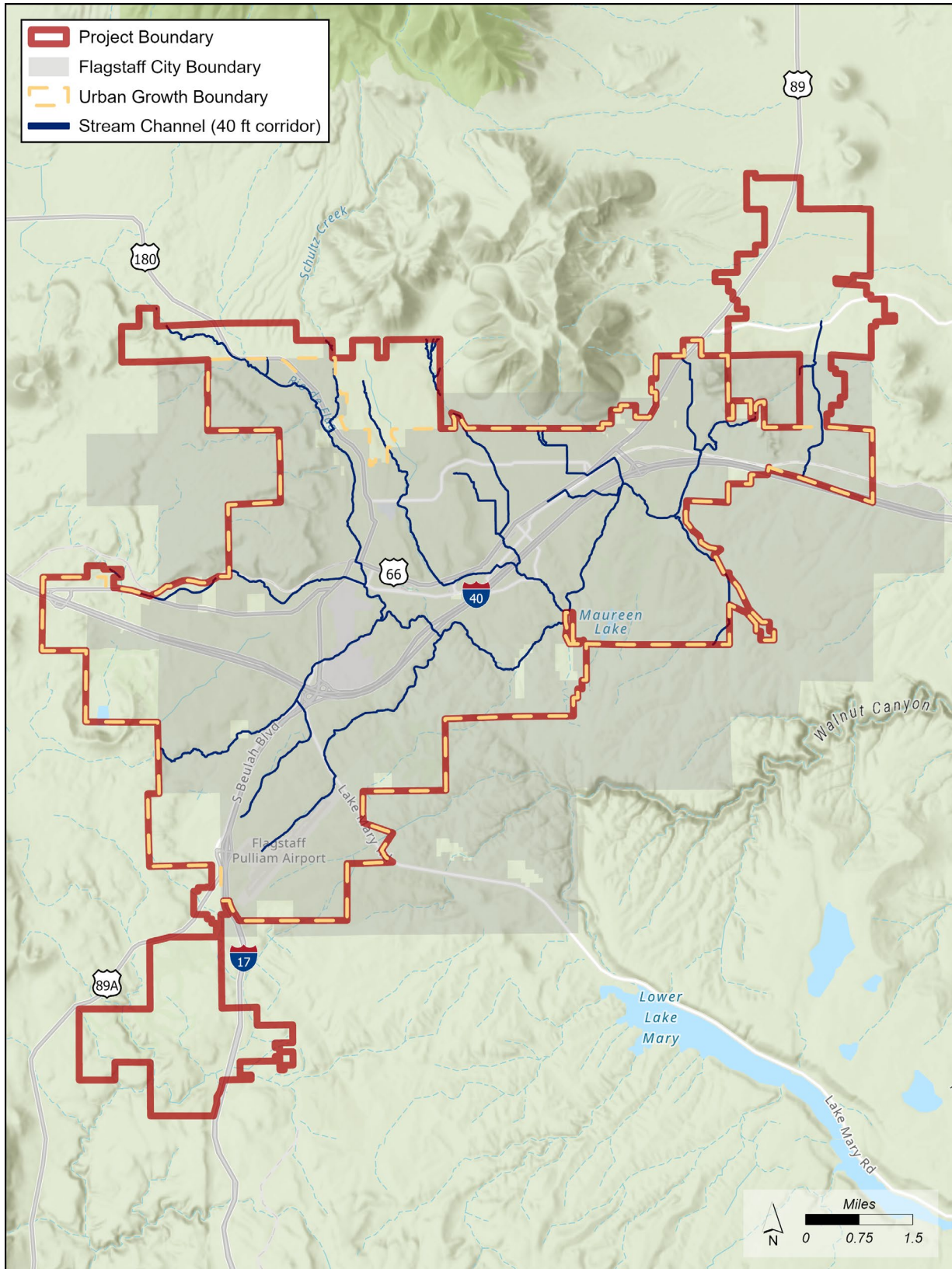
Land Use Category	Acreage Constrained	Percentage of Total Acreage
Residential	68.20	0.58
Commercial	4.72	0.91
Industrial	3.79	0.79
Public	16.68	0.58
Split-Zoned	7.67	1.16
<b>Total*</b>	<b>87.18</b>	<b>0.64</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

It should be noted that neither Flagstaff nor the State of Arizona require setbacks from streams and drainageways where development is prohibited, but Flagstaff's Stormwater Management Manual generally requires that development shall be setback from a channel's top of bank in order to protect structures and development from channel bank erosion. Further, development within and adjacent to streams and natural drainageways may be limited by Arizona state drainage law and prohibitions on the alteration of natural drainage patterns that may result in increased flooding on downstream properties is generally prohibited.

Figure 9 on the following page visually identifies the location of stream corridors within the study area. Areas of land that fall within the stream corridors are considered to be "constrained" where buildability may be limited. Stream corridors generally occur throughout the study area and are not concentrated or limited to certain areas.

**Figure 9: Stream Corridors within the Study Area**



### 3.2.2 Wetlands

Wetlands within the study area were mapped using data provided the USFWS and the NWI. Wetlands within the study area provide only a minimal impact on land availability, constraining approximately 1% of the study area's total acreage as shown on Figure 8. Table 14 identifies the total acreage constrained by wetlands within each land use category as well as split-zoned parcels, and the resulting percentage of each land use category's total land area constrained by wetlands.

**Table 14: Wetland Constraints by Land Use Category**

Land Use Category	Acreage Constrained	Percentage of Total Acreage
Residential	112.68	0.96
Commercial	3.14	0.61
Industrial	2.18	0.45
Public	28.19	0.98
Split-Zoned	4.60	0.69
<b>Total*</b>	<b>124.09</b>	<b>0.92</b>

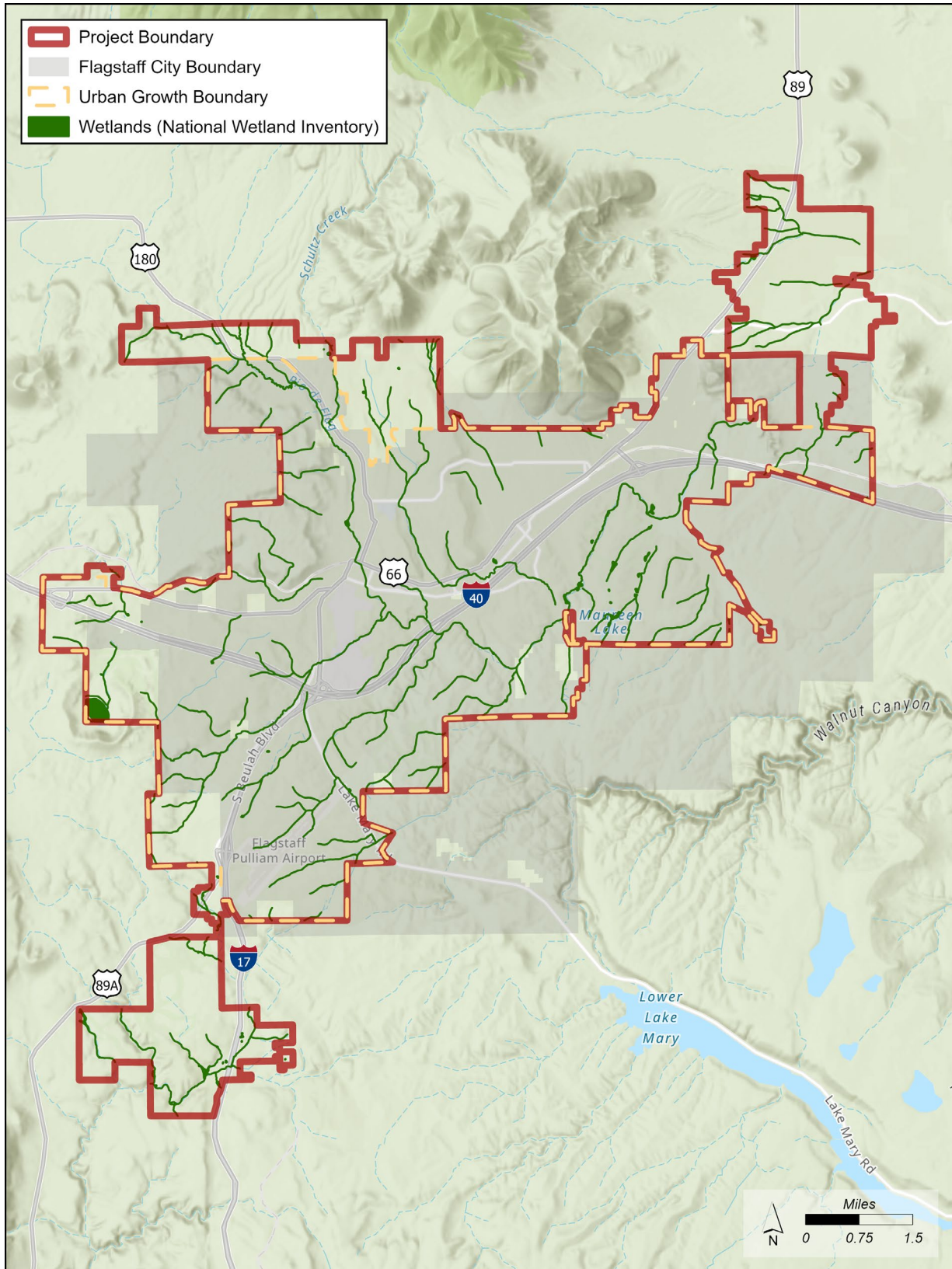
*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

It should be noted that neither Flagstaff nor the State of Arizona impose wetland protection regulations beyond those of the federal government. Wetlands mapped on the NWI do not represent or define the limits of proprietary jurisdiction of the federal government or imply that a mapped wetland is considered "Waters of the U.S." However, development within wetlands that are considered to be "Waters of the U.S." is not allowed by right; therefore, wetlands mapped on the NWI represent wetlands that may be considered "Wetlands of the U.S." where development could be prohibited or significantly limited.

Figure 10 on the following page visually identifies the location of wetlands within the study area. Areas of land that fall within wetlands shown are considered to be "constrained" where buildability may be limited. Wetlands generally occur throughout the study area and have considerable overlap with the stream corridors shown on Figure 10.



Figure 10: Wetlands within the Study Area





The scope of the RDF Project includes:

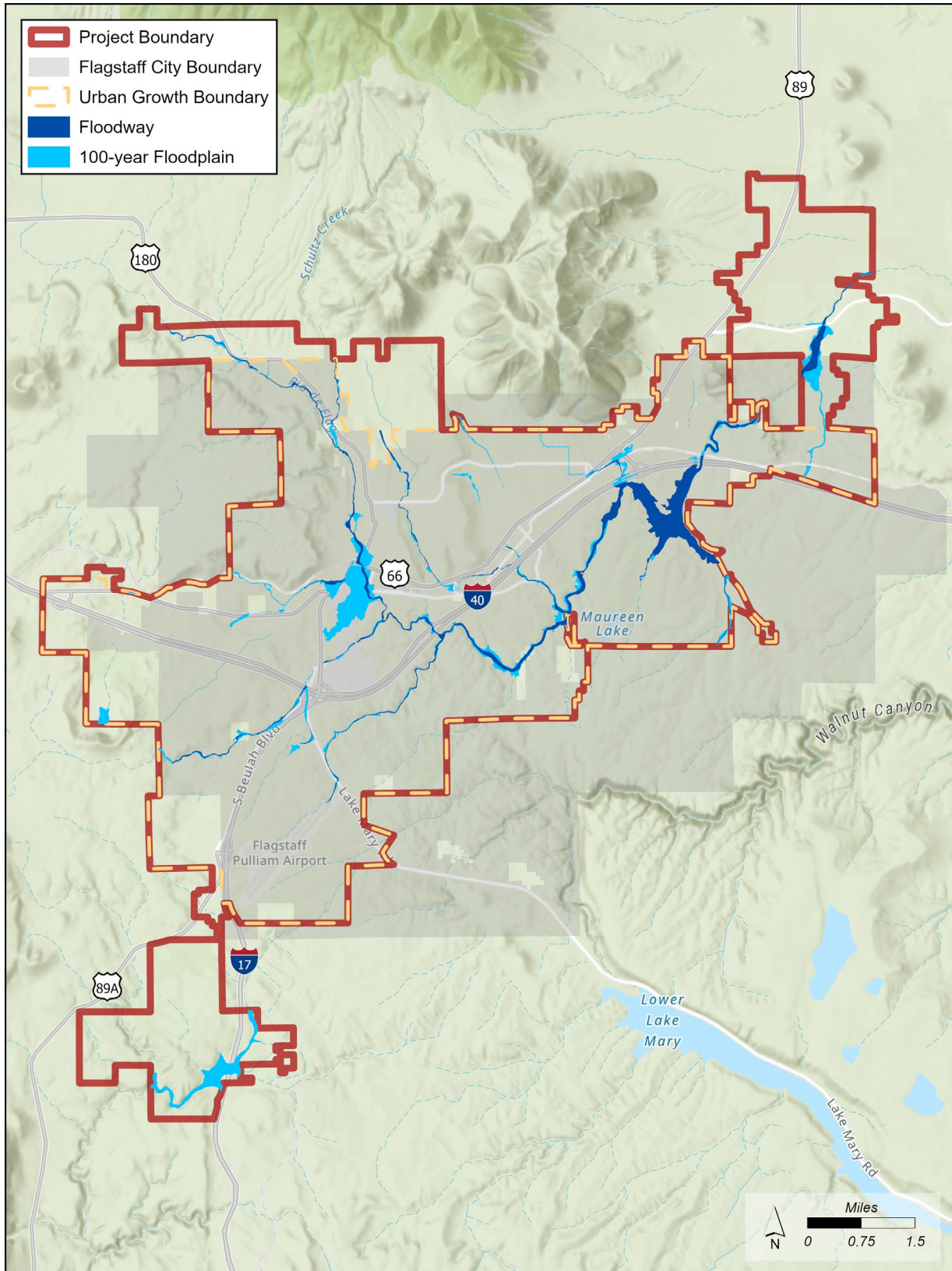
- Increasing the capacity of the Rio de Flag channel to contain the 100-year storm event;
- Construction of underground and surface floodway structures;
- Construction of a composite channel (both above and below ground) in the Upper Reach north of Flagstaff City Hall to provide stormwater surface flow;
- Realignment of the primary floodway to the south of the BNSF Railway corridor to reduce the amount of stormwater runoff in the Southside Neighborhood;
- Utility relocations, landscaping and re-vegetation, and street reconstruction; and
- Reconstruction of neighborhood stormwater connections as needed.

At the time of the writing of this report, the RDF Project is not yet completed, and the floodplain constraints shown in Figure 11 are current based on FEMA and City flood hazard map resources. Maps of the areas that will be impacted by the RDF Project are included in Appendix 1.

It is anticipated that the completion of the RDF Project will significantly reduce the extent of floodplain in certain areas of the study area, including within the Southside and downtown neighborhoods. This could result in an increase in total buildable acreage within the study area.



Figure 11: Floodplain Constraints within the Study Area



### 3.2.4 Steep Slopes

Steep slopes within the study area were mapped using LiDAR data provided by Coconino County. For the purpose of this analysis, steep slopes are slopes 25% or greater. Steep slopes within the study area provide a significant impact on land availability, constraining approximately 7% of the study area’s total acreage as shown on Figure 8. Table 15 identifies the total acreage constrained by steep slopes within each category as well as split-zoned parcels, and the resulting percentage of each land use category’s total land area constrained by steep slopes.

**Table 16: Steep Slope Constraints by Land Use Category**

Land Use Category	Acreage Constrained	Percentage of Total Acreage
Residential	728.98	6.19
Commercial	22.42	4.34
Industrial	52.5	10.94
Public	159.18	5.51
Split-Zoned	129.02	19.43
<b>Total*</b>	<b>941.76</b>	<b>6.96</b>

*\*The Public category includes all publicly-owned land regardless of underlying zoning, and therefore includes parcels and acreages that are also included in the other land use categories. The total has been adjusted to avoid double counting parcels and acreages that fall into the public category.*

The Flagstaff Zoning Code currently regulates development on slopes 17% or greater to differing extents through the Resource Protection Overlay (RPO) zone. Table 17 identifies the slope protection thresholds enforced through the RPO.

**Table 17: Slope Protection Thresholds from Flagstaff Zoning Code**

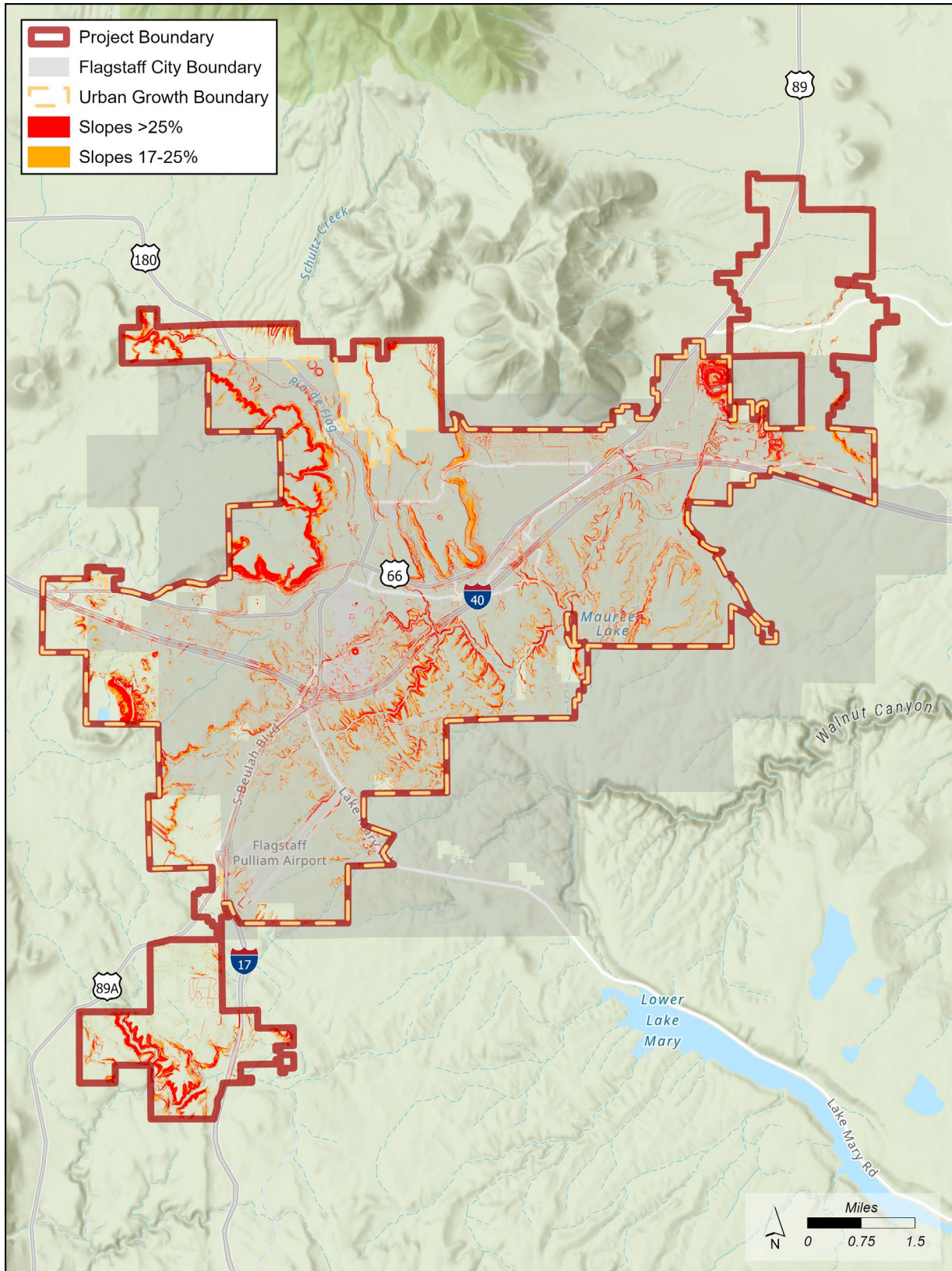
Slope	Residential Zones	Commercial, Industrial, and Public Lands Zones
0-16.99%	No protection; development permitted	
17%-24.99%	70% of slope area protected	60% of slope area protected
25%-34.99%	80% of slope area protected	
>35%	No development allowed	

Because only a percentage of slopes over 17% and 25% are allowed to be impacted by development consistent with the table above, it was determined that the 25% threshold represented a reasonable cutoff for buildability, as the constrained cohort areas below and above 25% would generally cancel each other out at a macro-scale.

Figure 12 on the following page visually identifies the location of steep slopes (25% and greater) within the study area. Areas of land that fall within slopes 25% or greater are considered to be constrained where buildability may be limited. For comparison purposes, steep slopes between 17% and 25% are also shown. Steep slopes (25% or greater) generally occur throughout the study area and are not concentrated or limited to certain areas.



Figure 12: Steep Slope Constraints within the Study Area



## 4.0 RESIDENTIAL OPPORTUNITY SITES OVERVIEW

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### 4.1 Residential Opportunity Site Identification

Based on the results of the available land analysis, over 10,000 buildable acres of residentially zoned land were identified within the study area. While this inventory may appear to suggest ample space for additional residential development, a unique mix of utility infrastructure, transportation access, and topographic conditions challenge the ability to easily develop many of these parcels. As a way to take a closer look at those challenges, a smaller number of case studies were examined to study the infrastructure and other challenges that might be standing in the way of more housing development on parcels in the study area.

Starting from the information gathered in the available land study, the project team aimed to select an inventory of approximately 50 “opportunity sites” for closer study as part of an “infrastructure gap analysis.” The goal of this effort was to select sites of a variety of locations, sizes, owners, and states of development that could be good candidates for infill or new residential development areas. For this effort, the consultant team worked closely with City stakeholders to solicit cross-departmental input on approximately 50 sites that have significant potential impact on housing yield in the City. The paragraphs below further describe the analysis and findings of this opportunity site analysis.

#### 4.1.1 Identification of Initial Opportunity Sites

To initiate the engagement of City stakeholders, the consultant team shared a map with City staff based on the results of the available land study (including land use categories, vacant and underutilized sites, and an environmental constraint overlay). The map was prepared with interactive commenting capability to allow City staff across the primary project team, steering committee, and other stakeholders to review and recommend sites with “votes” and open-ended comments.

A layer was included to show consolidated adjacent parcels with common ownership, as the common owner may choose to consider the multiple parcels as one combined potential development site. Only sites of at least 0.25 acres were highlighted on the comment map, as a goal of opportunity sites was to find sites that could yield at least a small multifamily development.

After compiling the results of the City’s comments on the interactive map, multiple meetings were held to discuss and clarify which sites should or should not be considered opportunity sites. In some cases, sites had been studied and planned by the City’s Housing department in the past, but were not developed yet for a variety of reasons. Other sites included privately-owned sites where City staff believes significant transformational development opportunities exist. At the conclusion of this round of discussion, between 20 and 30 opportunity sites were initially identified.

After initial opportunity site identification, the list of sites was refined through consultant team site visits and examination of existing utility locations, environmental constraints, and road and transit access considerations. Additional meetings were held with the City to discuss other areas of interest that should be included in the list for further study. A small number of sites were removed at this phase, and a small number were added based on field observations.

#### 4.1.2 Special Opportunity Site Categories

The City also recommended inclusion of sites from the following categories:

- **Catalytic Projects from the 2023 Draft Downtown Flagstaff Vision & Action Plan.**

This plan, referenced as Draft DFVAP in the remainder of the report, is a joint effort of the Flagstaff Downtown Business Alliance, the City, the County, and Mountain Line. The Draft DFVAP identifies potential areas for downtown mixed-use redevelopment and infill opportunities on both public and private properties in five key areas, defined as Catalytic Projects due to their potential to catalyze more positive development and downtown vitality.<sup>2</sup> Concepts for potential characteristics of each redevelopment area are also provided, including details on how they can help meet City goals related to housing and sustainability. Some of the parcels in the Catalytic Project areas were identified based on known rumblings of potential redevelopment, and others were more speculative to envision how their redevelopment could impact the future of downtown Flagstaff.

- **Arizona State Trust lands.**

The housing market analysis in the DFVAP discusses residential land constraints as an issue impacting affordability, in part due to the large areas of protected forest lands that surround the City.<sup>3</sup> There are some non-protected large tracts available that may not have adequate transportation or utility access yet, so the City can work to address these gaps to open up new undeveloped areas for residential development – this is what they are doing in the J.W. Powell Boulevard area.<sup>4</sup> With most of these tracts privately owned and zoned Rural or Estate Residential, however, there may be a high likelihood that new developments are low-density, single-family, and not in line with the City’s housing affordability and sustainability goals.

The Arizona State Trust has extensive land holdings across the State, including several parcels with hundreds of acres in the Flagstaff area. Unlike most protected forest land, these could be made available for development, but given their public entity ownership, the City may be able to influence development to better align with affordability and climate goals as compared to large private tracts. The State Trust lands “are managed to obtain their highest and best use and to maximize their financial return to the State Trust beneficiaries” (schools and other public institutions).<sup>5</sup> The City could argue that given the current housing crisis and the goal of carbon neutrality by 2030, efficient and affordable housing development is the “highest and best use” of the State Trust lands.

Four large State Trust sites, each hundreds of acres in size, were identified in Flagstaff for inclusion in this study to determine what next steps may be to move towards housing development on these sites. For further discussion of how development on State Trust parcels can work, see Section 4.6 of this report.

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<sup>2</sup> DFVAP pages 2-3, 44

<sup>3</sup> DFVAP page 25

<sup>4</sup> <https://www.flagstaff.az.gov/4511/JW-Powell-Specific-Plan>

<sup>5</sup> [State Trust Land Beneficiaries | Arizona State Land Department \(az.gov\)](#) and [FAQs | Arizona State Land Department \(az.gov\)](#)

- **U.S. Forest Service administrative sites with potential for residential land leases.**

As part of the 2018 Farm Bill passed by U.S. Congress, the U.S. Forest Service (USFS) was granted permission to lease out portions of its administrative sites “for the benefit of the local ranger district.”<sup>6</sup> It is already common practice for the USFS to provide employee housing on administrative sites, but the 2018 Farm Bill expands the opportunity for other leases on the sites, beyond specific conditions restricting sale of the land in the past. As part of the bill, the local municipal and county governments have Right of First Refusal for leasing the USFS administrative sites. When the USFS does not need areas of its land for operations, this opens the door for local governments to develop uses that are to the benefit of the local community, such as affordable housing.

In Flagstaff, under the 2018 Farm Bill, there may be a path forward to allow the lease of excess portions of USFS administrative sites for residential development. This housing could serve full-time and seasonal USFS employees as well as the broader public, addressing a demographic group that may struggle to find affordable housing in Flagstaff especially given their sometimes more transient lifestyle following seasonal work in different locations.

- **Redevelopment of existing public housing sites.**

The City Housing department owns and manages several Flagstaff Housing Authority sites throughout Flagstaff. Two of these are made up of aging housing stock, and the site layouts do not take advantage of the number of units that could be developed given the areas of land and zoning districts. The City envisions eventually redeveloping these sites at a higher density. As a result, they were included as Opportunity Sites to gather more information to support these future efforts.

#### **4.1.3 Final Opportunity Site Inventory**

A unique site number was assigned to each opportunity site. Adjacent parcels under common ownership and not separated by a public street right-of-way were assigned one number to the entire combined site. Sites with common ownership across a street from one another were assigned the same number but with a letter to distinguish portions on different city blocks (such as 10a, 10b, and so on). Numbering begins with 1-30 in the downtown area and higher numbers further out. The sites from special groups such as the State Trust, USFS, and City public housing sites were numbered consecutively where possible despite not being as geographically near to each other to facilitate the discussion of them collectively in this report.

The final inventory of opportunity sites is shown in the map on the following page. Additional information about each site is included in spreadsheet form in Appendix 2, and summaries of development considerations impacting specific groups of sites are included in Sections 4.2 through 4.8 of this report.

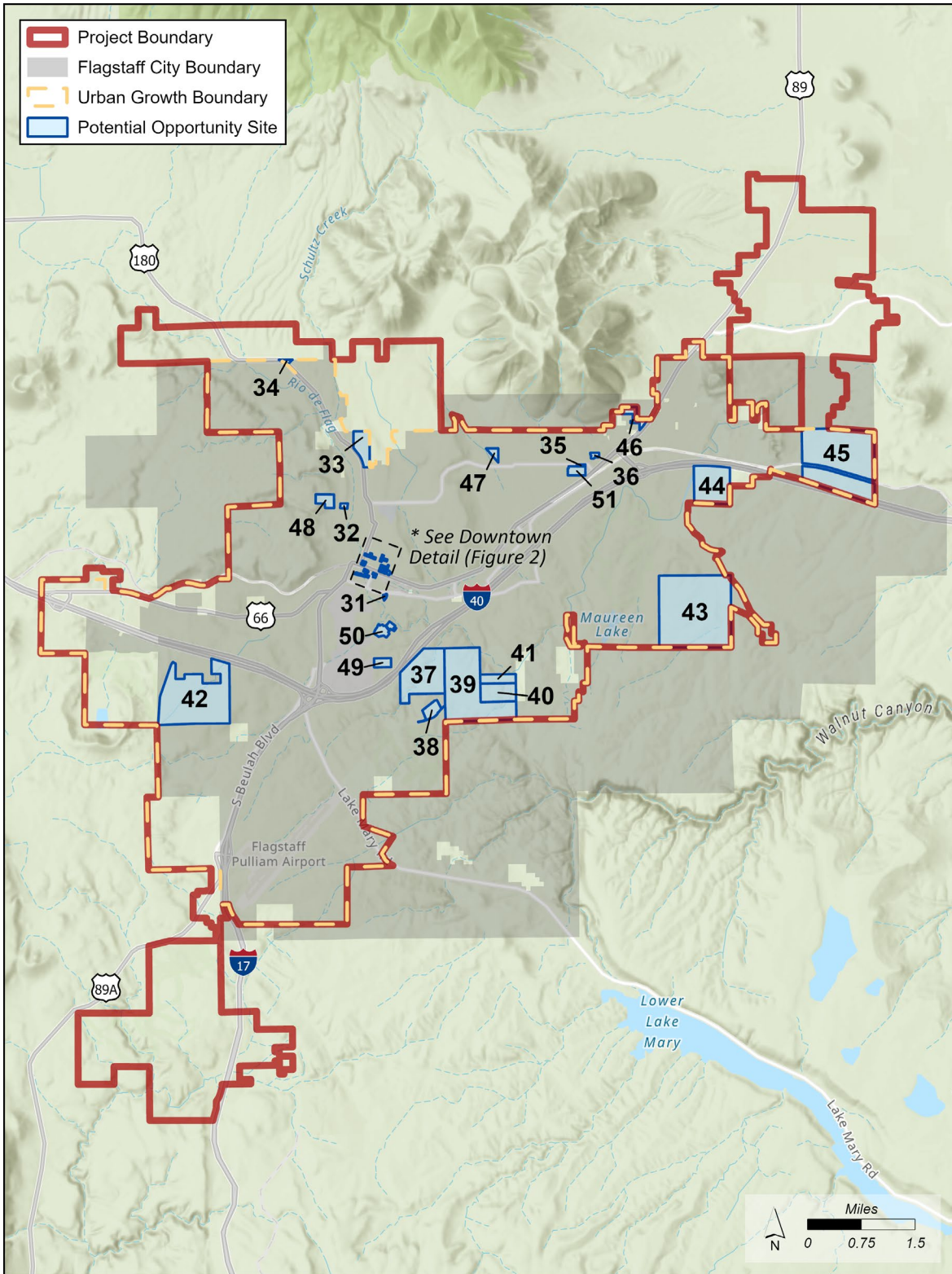
Appendix 2 also provides detailed infrastructure and other information about each opportunity site, which is summarized and assessed in the Infrastructure Gap Analysis in Section 5.0 of this report.

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<sup>6</sup> Ulysses Development Group presentation, page 8



Figure 13: Opportunity Site Overview

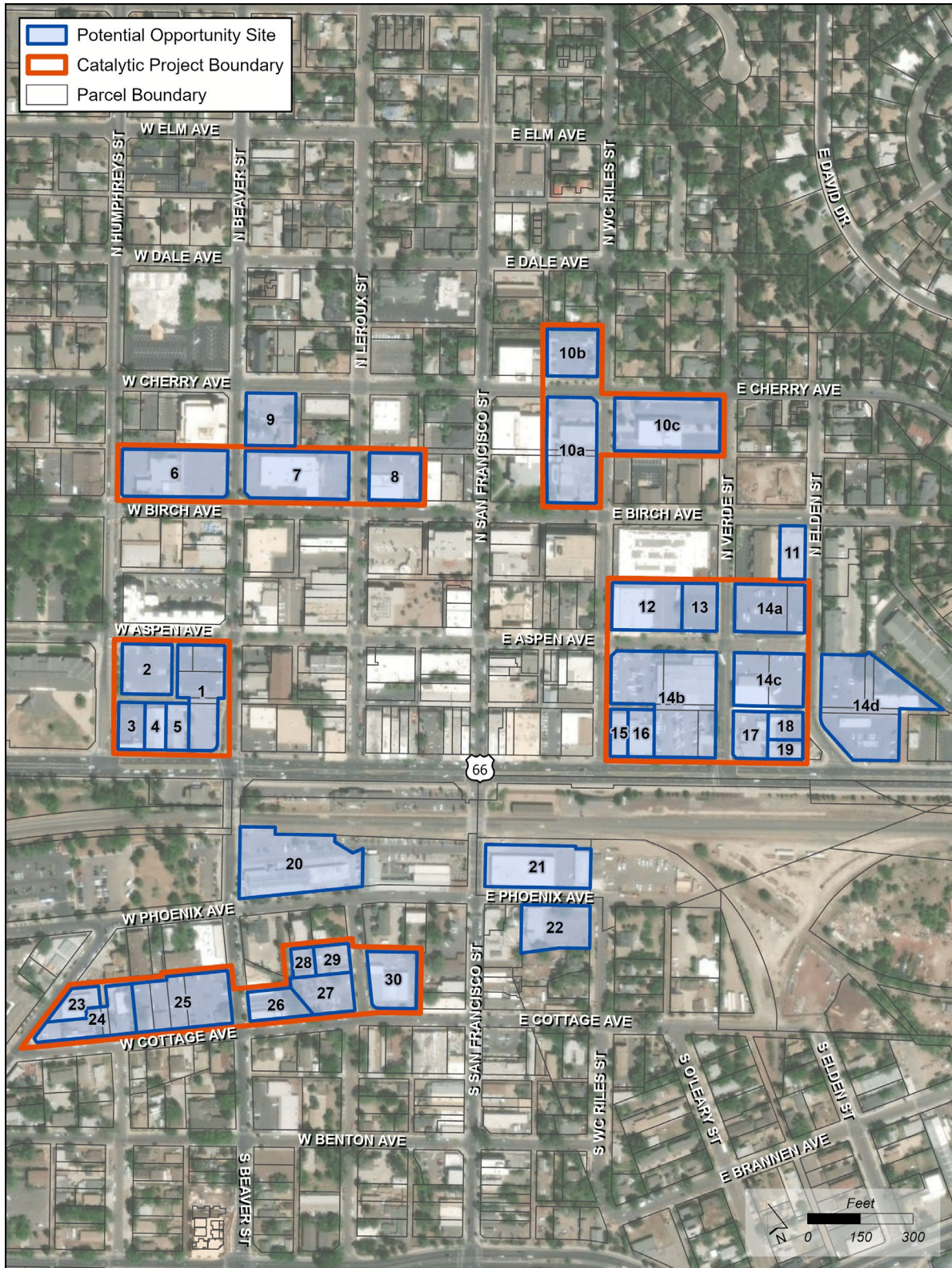




**Table 18: Opportunity Sites 31-51 Overview**

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
31	10419117A	City of Flagstaff	Highway Commercial	1.95	1.89
32	10001001G	City of Flagstaff	Public Facility	4.46	4.41
33	10203001D	Coconino County	Single-Family Residential	56.81	51.76
34	11102001C	City of Flagstaff	Medium Density Residential	3.08	3.08
35	10805003B	City of Flagstaff	High Density Residential	2.09	2.09
36	11322001S	NAIPTA	High Density Residential	5.31	5.21
37	10414003C	JP 325 LLC	Rural Residential	225.12	161.49
38	10510176	City of Flagstaff	Manufactured Housing	27.03	26.47
39	Not a Tax Parcel	State Trust	Rural Residential	404.40	370.36
40	10610003	Gibson Kelly J & Christy	Rural Residential	80.99	74.33
41	10610001B	Little America Hotels & Resorts Inc	Estate Residential	39.78	33.30
42	Not a Tax Parcel	State Trust	Rural Residential	434.26	431.23
43	Not a Tax Parcel	State Trust	Rural Residential	643.28	604.22
44	Not a Tax Parcel	State Trust	Rural Residential	166.67	158.24
45	Not a Tax Parcel	State Trust	Rural Residential	538.24	501.4
46	Not a Tax Parcel	Coconino National Forest	Public Facility / Public Lands Forest	25.54	25.53
47	Not a Tax Parcel	Coconino National Forest	Single-Family Residential	10.87	10.48
48	Not a Tax Parcel	Coconino National Forest	Single-Family Residential / High Density Residential	25.69	19.44
49	Not a Tax Parcel	Coconino National Forest	Rural Residential	19.15	17.3
50	10408010, 10408011A, 10409003 - 10409012, 10409033 - 10409059, 10409061, 10409062, 10410093, 10411002 - 10411005	City of Flagstaff	Medium Density Residential / Public Facility	22.75	20.98
51	10806002A	City of Flagstaff	High Density Residential	14.98	13.12

Figure 14: Downtown Opportunity Site Overview



**Table 19: Opportunity Sites 1-30 Overview**

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres*
1	10021009A, 10021009B, 10021011, 10021001B	City of Flagstaff	Highway Commercial & Central Business	0.74	0*
2	10021007B	FMH Enterprises LLC	Central Business	0.46	0*
3	10021006	Tulsi 1 LLC	Highway Commercial	0.23	0*
4	10021005	Berardi Investments No 2 LLC	Highway Commercial	0.18	0*
5	10021003A	Silo Holdings LLC	Highway Commercial	0.2	0*
6	10010001C	Valley National Bank Arizona	Central Business	0.92	0*
7	10118008A	Herman & Kinne LLC	Central Business	0.9	0.05*
8	10118004	Arizona Bank	Central Business	0.45	0.45
9	10118009	City of Flagstaff	Central Business	0.48	0.45
10a	10117010D (PLUS ONE MORE)	Coconino County	Central Business	0.97	0.92
10b	10114001B	Coconino County	Community Commercial	0.44	0.38
10c	10117011	Coconino County	Central Business	1.03	1.03
11	10120005A	Cutis LLC	Central Business	0.25	0.25
12	10120007	United States Postal Service	Central Business	0.61	0.61
13	10120006	Historic Ice House LLC	Central Business	0.31	0.31
14a	10120001, 10120002A	Chan II LLC	Central Business	0.46	0.46
14b	10121001, 10121002, 10121005A, 10121006	Chan II LLC	Central Business	1.63	1.63
14c	10122009, 10122008	Chan II LLC	Central Business	0.69	0.67
14d	10122004A, 10122003A, 10122002	Chan II LLC	Central Business	1.51	1.38
15	10121004	Tigerbud LLC	Central Business	0.15	0.15
16	10121003	Stillwood Leasing LLC	Central Business	0.23	0.23
17	10122007A	302 E Route 66 LLC	Central Business	0.3	0.3
18	10122006	Elden Street LLC	Central Business	0.18	0.15
19	10122005A	East Route 66	Central Business	0.13	0.1
20	10044004D	City of Flagstaff	Commercial Service	1.30	0*
21	10127002D	City of Flagstaff	Commercial Service	0.82	0.82
22	10401092C	Wong Stephen N	Community Commercial	0.56	0.56
23	10040007C	Galaviz Living Trust DTD 10-06-21	Commercial Service	0.21	0*
24	10040006, 10040007D	SH Flagstaff Holdings LLC	Commercial Service	0.53	0*
25	10040004, 10040005, 10040003A, 10040001A	Southside Historic Properties Inc	Community Commercial & Commercial Service	0.92	0*
26	10041013C	Turrell Art Foundation	Community Commercial	0.29	0*



<b>27</b>	10041010D	Nackard Fred Land Company	Community Commercial	0.39	0*
<b>28</b>	Portion of 10041015	Levitan Family Trust Dtd 10-15-98	Community Commercial	0.12	0*
<b>29</b>	Portion of 10041010E	Clayton Flagstaff LLC	Community Commercial	0.19	0*
<b>30</b>	Portion of 10041002A	Railyard Lofts LLC	Community Commercial	0.49	0*

\* Several of the opportunity sites listed are currently located entirely within the 100-year floodplain. This may shift with upcoming drainage improvement projects. For further discussion, see Section 4.2.3.



*Photo: North-facing view of the railroad tracks, from a parking lot in the downtown / Southside neighborhood, which may be impacted by Rio de Flag project drainage improvements.*

#### 4.1.4 Opportunity Site Characteristics Summary

The following characteristics of the Opportunity Site inventory were observed:

##### **Ownership**

- 11 Opportunity Sites are owned by the City, making up approximately 79.7 total acres or 73.3 environmentally unconstrained acres.
- 4 Opportunity Sites are owned by the County, making up approximately 59.3 acres or 54.1 environmentally unconstrained acres.
- 4 Opportunity Sites are owned by the Coconino National Forest, making up approximately 81.3 acres or 72.8 environmentally unconstrained acres.
- 5 Opportunity Sites are owned by the State Trust, making up approximately 2,187 acres or 2,066 environmentally unconstrained acres.
- 32 Opportunity Sites are owned by private or other entities, making up approximately 365 acres and approximately 282 environmentally unconstrained acres.

##### **Current Development Status**

- 4 Opportunity Sites are completely covered with existing buildings that would need to be repurposed or demolished to make way for new housing and/or mixed-use development, taking up approximately 38.2 acres of land.
- 26 Opportunity Sites are developed with a combination of existing buildings and surface parking areas that would need to be repurposed or demolished to make way for new housing and/or mixed-use development, taking up approximately 15.8 acres of land.
- 6 Opportunity Sites are developed purely as surface parking areas, taking up approximately 2.7 acres of land.
- 20 Opportunity Sites are either almost or completely undeveloped, taking up approximately 2,715 acres of land.

##### **Zoning**

- 36 Opportunity Sites currently have Commercial zoning (Central Business, Commercial Service, Community Commercial, and/or Highway Commercial), taking up approximately 21.2 acres of land.
- 2 Opportunity Sites are currently zoned entirely Public Facility and/or Public Lands Forest, taking up approximately 30 acres of land.
- 3 Opportunity Sites are currently zoned High Density Residential, taking up approximately 22.4 acres of land.
- 3 Opportunity Sites currently have zoning that could be considered Medium Density Residential (Medium Density Residential and Manufactured Housing), taking up approximately 52.9 acres of land.
- 12 Opportunity Sites currently have zoning that could be considered Low Density Residential (Single-Family Residential, Rural Residential, and Estate Residential), taking up approximately 2,645 acres of land.



## 4.2 Downtown Redevelopment Sites (1-30)

### 4.2.1 Overview

Downtown Flagstaff's housing stock is typically very limited and priced at a premium. However, the 2023 Draft Downtown Flagstaff Vision & Action Plan (Draft DFVAP) highlights that "while downtown can't solve the city's affordability crisis, it can play an important role in diversifying the city's housing stock and adding new units to a strained market."<sup>7</sup> Mixed-use development, ranging from higher density in the downtown core to more gentle density on the outskirts, can help contribute to implementation of the City's Climate Action Plan as compact neighborhoods promote more sustainable transportation options.<sup>8</sup>

In response to the City's housing and climate goals, the walkable and transit-friendly gridded streets of the downtown area present an opportunity for infill development and redevelopment at higher densities. Downtown is a commercial hub with urban activities and services including public transportation, making it an attractive neighborhood for redevelopment. The nearby hospital to the north and Northern Arizona University to the south, along with Mountain Line's Downtown Connection Center, further make downtown a convenient place to live that also aligns with the City's climate goals for walkable/rollable, bikeable, and transit-friendly communities that make efficient use of public infrastructure.

Given the limited prime real estate in downtown, there may be adequate economic motivation for developers to convert properties that may be "underutilized" (with low-rise, single-use buildings) into higher-density, mixed-use development. This intensification may also be able to support investments in structured parking that can lighten the load on downtown parking needs while replacing existing surface parking lots with more housing and commercial opportunities. The City may be able to further incentivize density and affordability through policy and cost-sharing measures.

As discussed earlier in Section 4.2, the Draft DFVAP identifies five potential "Catalytic Project" areas where redevelopment could make a significant difference in downtown housing and economic development. These sites are outlined in red overview Figure 14 and discussed in the potential redevelopment opportunities in Section 4.2.2 below, along with neighboring sites in the downtown area that were identified as potential residential opportunity sites. Full write-ups and figures showing potential redevelopment concepts (note that they are not actual development proposals from specific property owners) from the Draft DFVAP are included in Appendix 3.

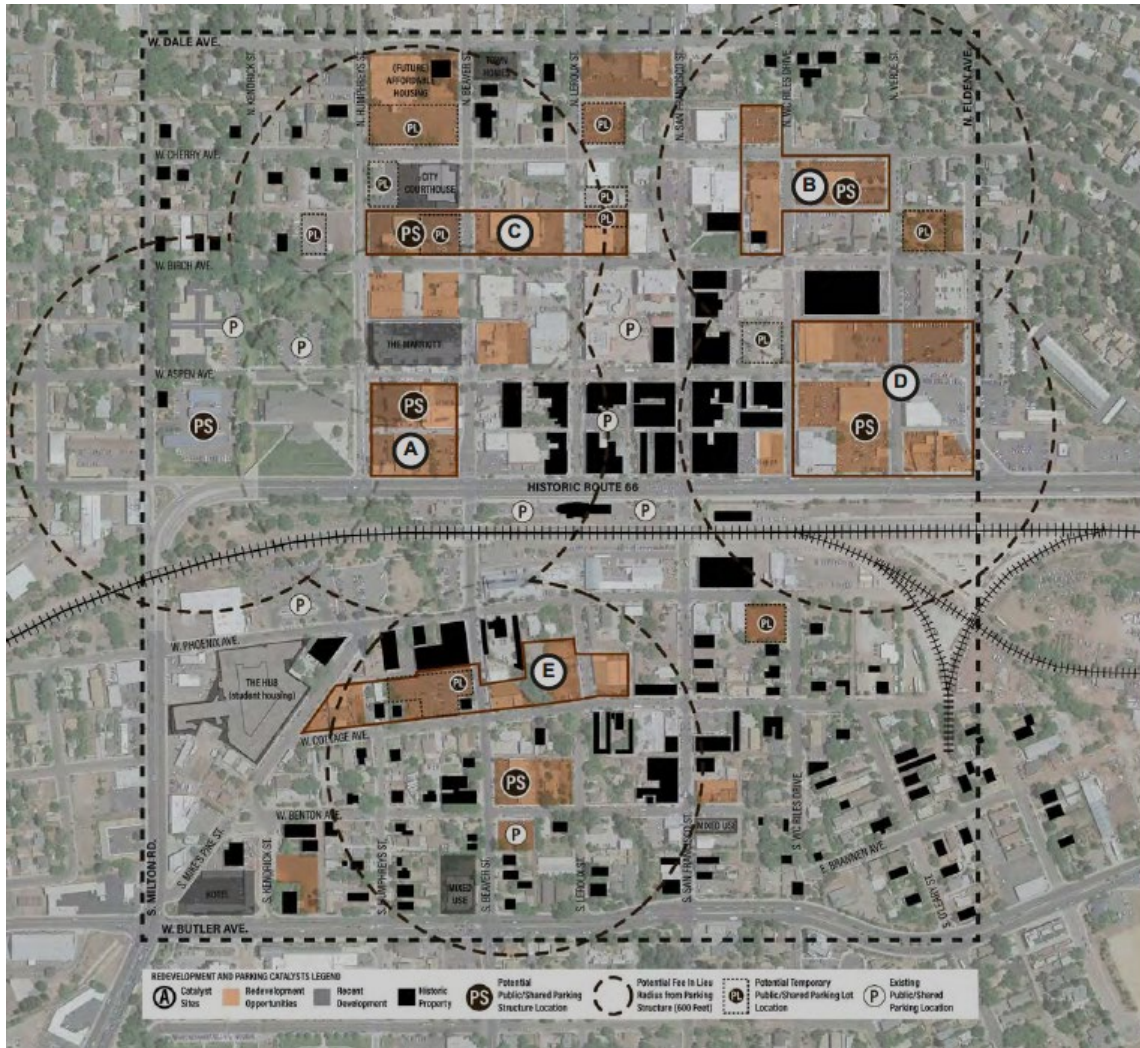
Following the discussion of potential redevelopment opportunities is an overview of challenges common to many of the downtown opportunity sites, including potential need for utility infrastructure upgrades, evolving flood risk, proximity to the railroad, and parking issues.

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<sup>7</sup> DFVAP, page 26

<sup>8</sup> DFVAP page 2

Figure 15: Downtown Flagstaff Potential Catalytic Projects<sup>9</sup>



**Redevelopment and Parking Catalysts & Corresponding Opportunity Sites**

**Site A – Old City Courthouse – Opportunity Sites 1-5**

**Site B – Coconino County Properties – Opportunity Sites 10a-10c**

**Site C – Birch Avenue Infill – Opportunity Sites 6-8, adjoining Opportunity Site 9**

**Site D – Eastside Gateway – Opportunity Sites 12-13, 14a-14c, 15-19, and adjoining Opportunity Sites 11 and 14d**

**Site E – Cottage Avenue Infill – Opportunity Sites 23-30 and nearby Opportunity Sites 20-22**

<sup>9</sup> DfVAP, pages 44-45

## 4.2.2 Potential Redevelopment Opportunities

### Sites 1, 2, 3, 4, 5

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
1	10021009A, 10021009B, 10021011, 10021001B	City of Flagstaff	Highway Commercial & Central Business	0.74	0*
2	10021007B	FMH Enterprises LLC	Central Business	0.46	0*
3	10021006	Tulsi 1 LLC	Highway Commercial	0.23	0*
4	10021005	Berardi Investments No 2 LLC	Highway Commercial	0.18	0*
5	10021003A	Silo Holdings LLC	Highway Commercial	0.2	0*

\* Sites 1-5 are currently located entirely within the 100-year floodplain. This may shift with upcoming drainage improvement projects. For further discussion, see Section 3.2.3.

Opportunity Sites 1 through 5 make up the block to the east of Flagstaff City Hall. The block is bounded by Route 66 approximately to the south, Aspen Avenue to the north, Humphreys Street (I-180) to the west, and Beaver Street to the east.

Zoning on the block is a mix of Highway Commercial along Route 66 on the southern half of the block, and the portion north of the alley is Central Business zoning. These zoning districts generally allow high-intensity, mixed-use development as long as residential development is located above or behind commercial uses. However, as addressed in the Code Diagnostic Report, minimum parking requirements and the High Occupancy Housing (HOH) conditional use permit process present substantial barriers to high density housing in these zones.

The block was identified as one of the Catalytic Projects concepts in the Draft DFVAP, as Site A – Old City Courthouse. Site 1 is made up of four parcels along the eastern portion of the block, which are all City-owned and the former site of the old City courthouse, which was demolished. The Draft DFVAP identifies the site as a potential public-private partnership for which the City could issue a request for proposals for mixed-use development including residential and commercial uses.<sup>10</sup>

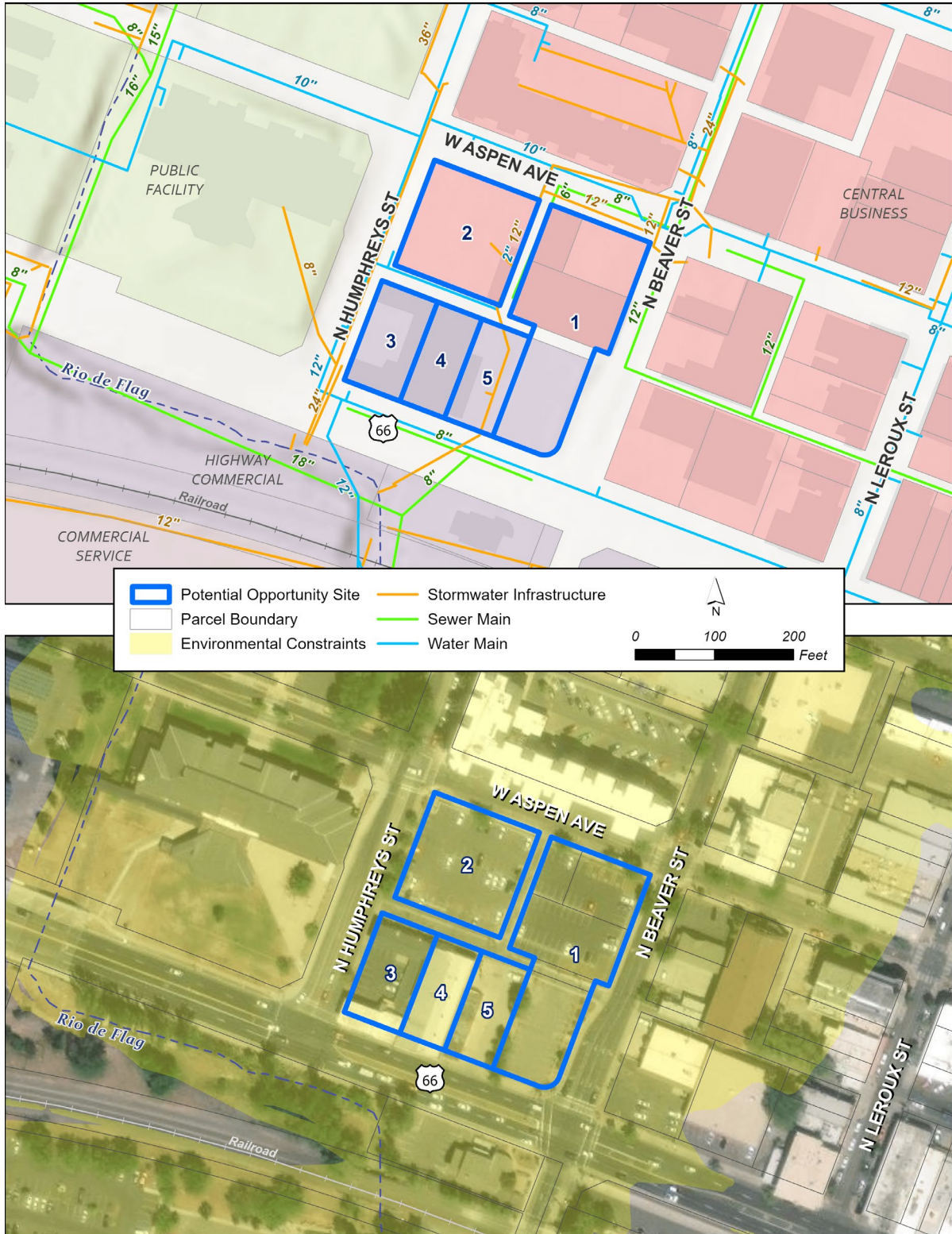
It is important to note that the interim use for the City-owned Site 1 has been surface parking, and Site 2 is a privately-owned and well-utilized surface parking lot associated with the hotel across Aspen Avenue to the north. A portion of Site 3 is also surface parking associated with the commercial uses on Sites 3, 4 and 5. Structured parking will be needed not only to fill the need for the displaced parking but also to serve the broader area, which is why the Draft DFVAP map in Figure 15 also identifies a broader radius around the block that could benefit and may be able to participate in a program for off-site parking. For further discussion of parking issues, refer to Section 4.2.3.

With the City involved in a potential public-private partnership as a major landowner on the block, it may be easier to prioritize affordable housing as a mandatory component of the development program to advance the City towards its long-term housing production goals.

<sup>10</sup> DFVAP page 46



Figure 16: Opportunity Sites 1-5 Detail



## Sites 6, 7, 8, 9

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
6	10010001C	Valley National Bank Arizona	Central Business	0.92	0*
7	10118008A	Herman & Kinne LLC	Central Business	0.9	0.05*
8	10118004	Arizona Bank	Central Business	0.45	0.45
9	10118009	City of Flagstaff	Central Business	0.48	0.45

\* Sites 6 and 7 are currently located almost entirely within the 100-year floodplain. This may shift with upcoming drainage improvement projects. For further discussion, see Section 3.2.3.

Opportunity Sites 6, 7, and 8 are located north of West Birch Avenue, on the southern portion of three city blocks. Site 6 is between Humphreys Street (I-180) to the west and Beaver Street to the east. Site 7 is between Beaver Street to the west and Leroux Street to the east, and Site 8 is east across Leroux Street.

Sites 6 through 8 were identified as one of the Catalytic Projects concepts in the Draft DFVAP, as Site C – Birch Avenue Infill. All are privately owned and currently used for banking-related commercial uses. The Draft DFVAP notes the ideal central location near downtown destinations like the new city courthouse and Theatrikos Theatre Company. The Catalytic Project concept imagines a redevelopment scenario in which the banks and associated surface parking lots are replaced with mixed income housing wrapped around structured parking.<sup>11</sup>

Site 9 is located north of the alley from Site 7, at the southeast corner of Beaver Street and Cherry Avenue. This was not considered part of the Draft DFVAP Catalytic Project area. The parcel is owned by the City and has a long-term lease to Theatrikos Theatre Company. There is also a small outdoor green space and parking on site. City staff indicated that there has been discussion of finding funding for a new municipal performing arts space in another location. If that occurs, Site 9 could become available for redevelopment including housing.

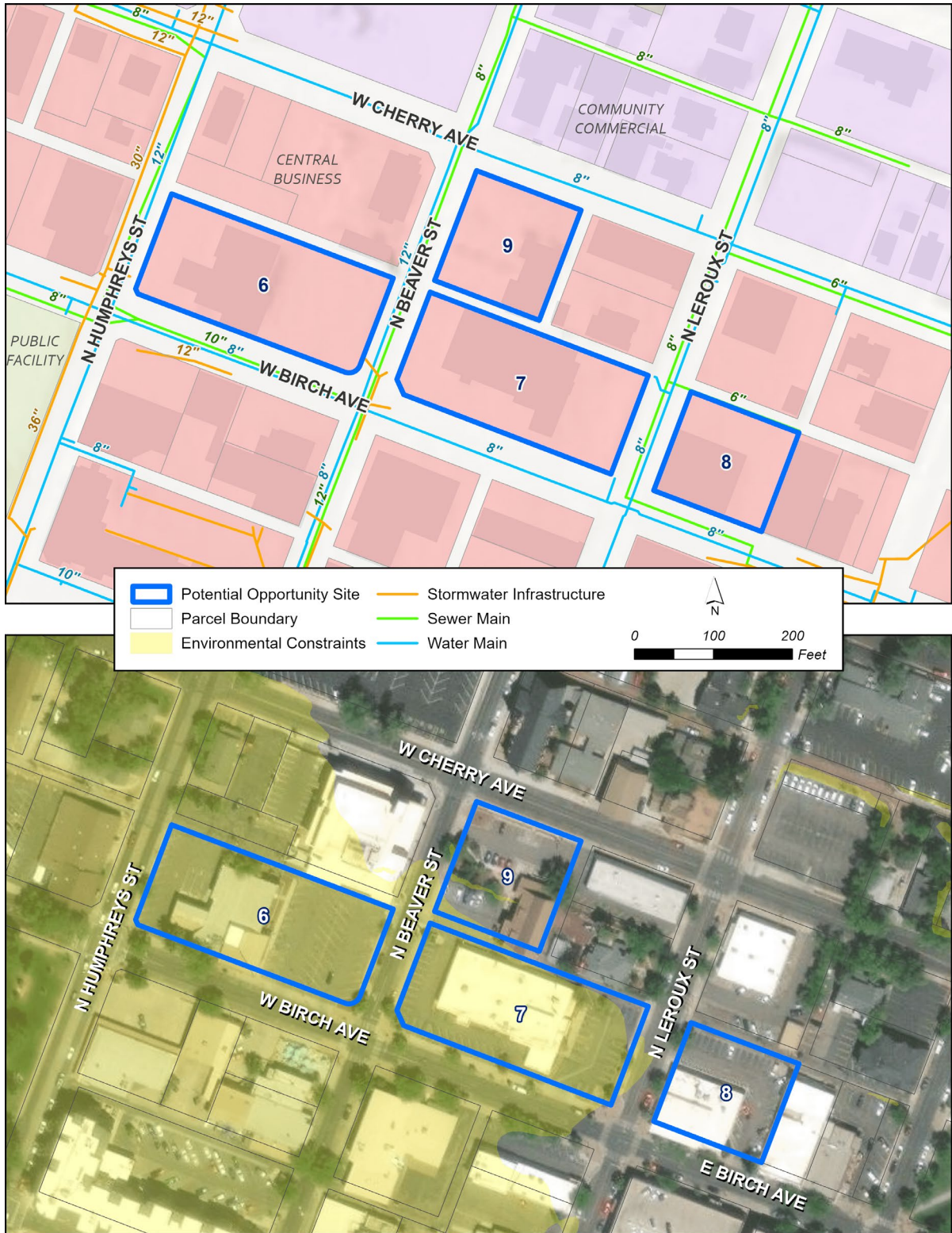
Zoning is Central Business on all four of these sites. This zoning district currently allows high-intensity, mixed-use development as long as residential development is located above or behind commercial uses. However, other code standards may present barriers to high density development in this zone, as addressed in the Code Diagnostic Report.

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<sup>11</sup> DFVAP page 50



Figure 17: Opportunity Sites 6-9 Detail



**Sites 10a, 10b, 10c**

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
<b>10a</b>	10117010D and another parcel	Coconino County	Central Business	0.97	0.92
<b>10b</b>	10114001B	Coconino County	Community Commercial	0.44	0.38
<b>10c</b>	10117011	Coconino County	Central Business	1.03	1.03

Opportunity Sites 10a, 10b, and 10c are located on three corners of the intersection of East Cherry Avenue and North WC Riles Street. Site 10a stretches south to East Birch Avenue. Site 10b is at the northwest corner of intersection. Site 10c stretches east to North Verde Street.

Sites 10a through 10c were identified as one of the Catalytic Projects concepts in the Draft DFVAP, as Site B – Coconino Courthouse Properties. All are owned by the County. The properties to the west are the County courthouse and associated offices and other associated County buildings. The opportunity sites are currently multiple surface parking lots, some office space, and the old county jail building. The Draft DFVAP concept for this area describes a potential mixed-use node with some office space and potential for residential included on Sites 10a and 10b, along with apartments or townhomes wrapped around structured parking on 10c.<sup>12</sup>

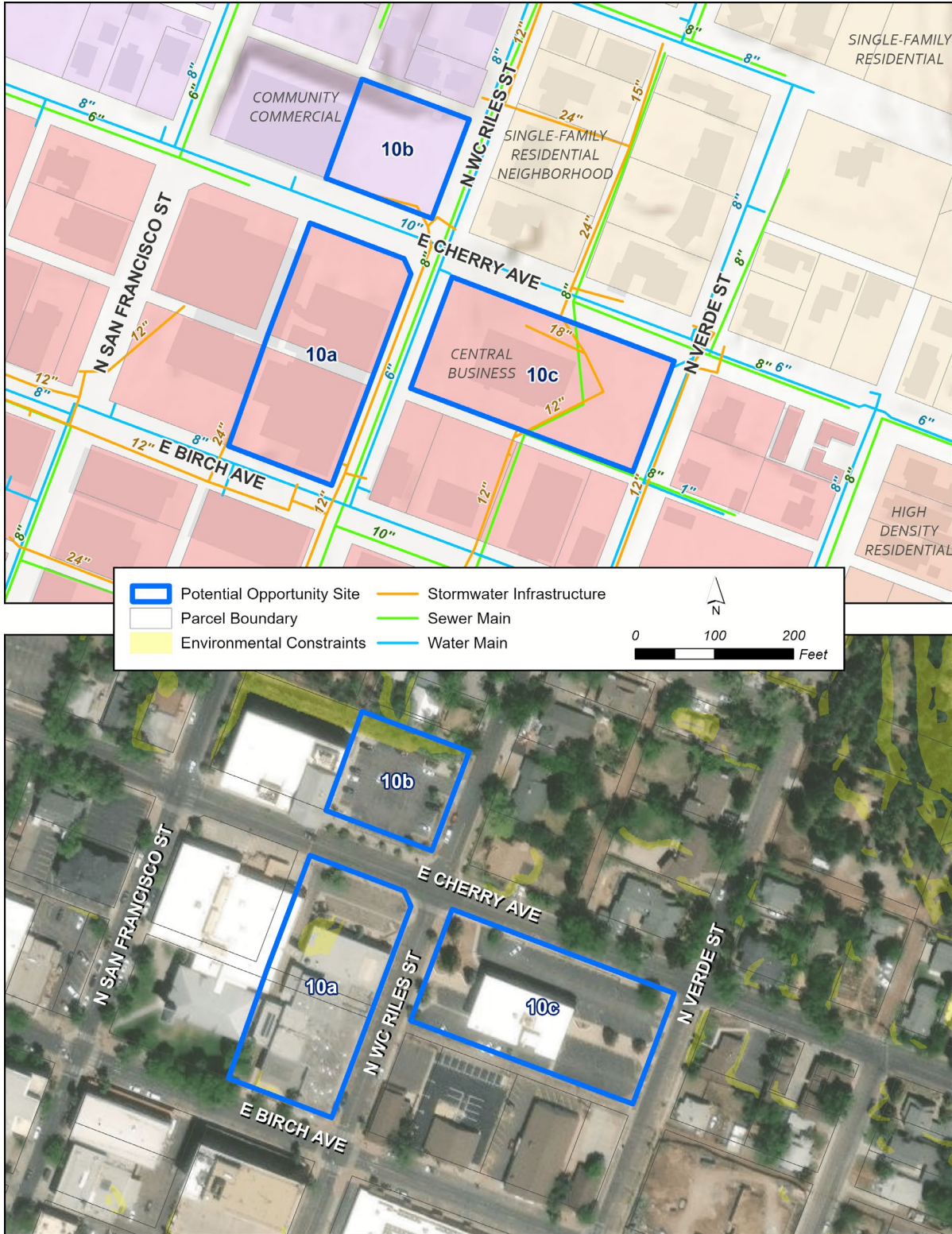
Zoning is Central Business on all three of these sites. This zoning district currently allows high-intensity, mixed-use development as long as residential development is located above or behind commercial uses. However, other code standards may present barriers to high density development in this zone, as addressed in the Code Diagnostic Report.

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<sup>12</sup> DFVAP page 49-49



**Figure 18: Opportunity Sites 10a-10c Detail**



**Sites 11, 12, 13, 14a, 14b, 14c, 14d, 15, 16, 17, 18, 19**

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
11	10120005A	Cutis LLC	Central Business	0.25	0.25
12	10120007	United States Postal Service	Central Business	0.61	0.61
13	10120006	Historic Ice House LLC	Central Business	0.31	0.31
14a	10120001, 10120002A	Chan II LLC	Central Business	0.46	0.46
14b	10121001, 10121002, 10121005A, 10121006	Chan II LLC	Central Business	1.63	1.63
14c	10122009, 10122008	Chan II LLC	Central Business	0.69	0.67
14d	10122004A, 10122003A, 10122002	Chan II LLC	Central Business	1.51	1.38
15	10121004	Tigerbud LLC	Central Business	0.15	0.15
16	10121003	Stillwood Leasing LLC	Central Business	0.23	0.23
17	10122007A	302 E Route 66 LLC	Central Business	0.3	0.3
18	10122006	Elden Street LLC	Central Business	0.18	0.15
19	10122005A	East Route 66	Central Business	0.13	0.1

Opportunity Site 11 sits at the southwest corner of Elden Street and Birch Avenue. South across the alley from Site 11, Opportunity Sites 12, 13, and 14a are located at the south half of the two blocks between WC Riles Street to the west and Elden Street to the east (with Verde Street down the middle), bounded by Aspen Avenue to the south. South across Aspen are Sites 14b, 14c, 15, 16, 17, 18, and 19, taking up the entire two blocks down to Route 66 to the south. Site 14d is across Elden at the northeast corner of Elden and Route 66.

Sites 12, 13, 14a, 14b, 14c, and 15 through 19 were identified as one of the Catalytic Projects concepts in the Draft DFVAP, as Site D – Eastside Gateway. The Draft DFVAP concept for this area describes a new large-scale, mixed-use development that acts as a “gateway” to Downtown Flagstaff. Like in other Catalytic Project concepts, a development in this area would likely need to include a large, shared parking structure; many of the parcels are currently surface parking and an intensification of uses would likely need to be supported with additional parking. The Draft DFVAP suggests that multiple housing types could be introduced with walkable “gentle density” as the guiding principle as the development spreads north, providing a transition to the residential areas up the hill to the east of the catalytic project area.<sup>13</sup>

Site 14d across the street was not included in the Catalytic Project area, but the parcels that make up this site are all owned by the same private entity as sites 14a, 14b, and 14c. Sites 14a through 14d make up a major portion of this eastern end of downtown, and they are all associated with a single user that, if vacated, could provide a significant redevelopment opportunity. This would free up a large amount of space, much of which is currently surface parking (in addition to the surface parking on Site 11 to the north) that could spur a major redevelopment like that in the Eastside Gateway concept.

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<sup>13</sup> DFVAP page 51





*Photo: View of restricted surface parking lot located on Opportunity Site 13.*

Zoning is Central Business on all of these sites. This zoning district currently allows high-intensity, mixed-use development as long as residential development is located above or behind commercial uses. However, other code standards may present barriers to high density development in this zone, as addressed in the Code Diagnostic Report.

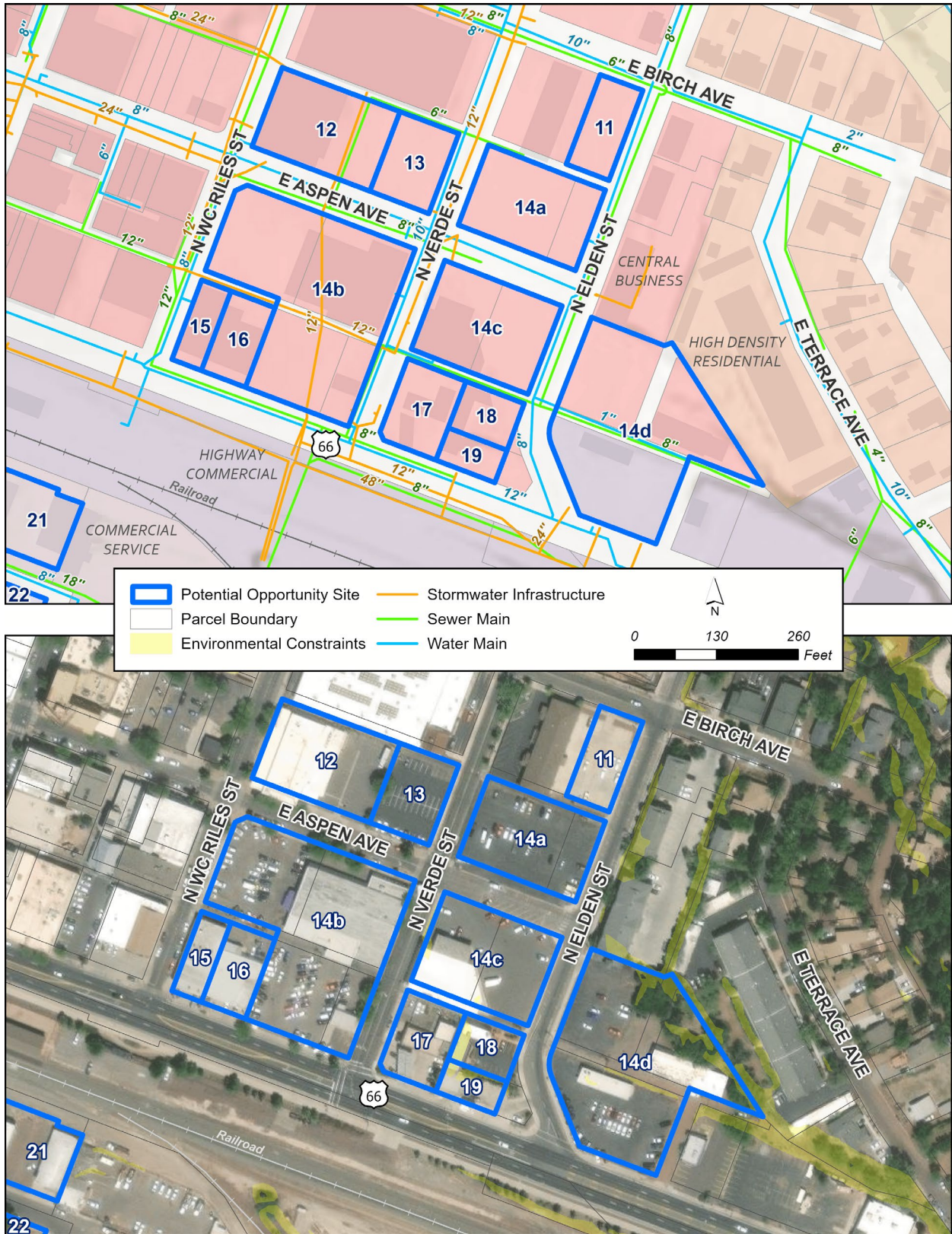
With the potential for redevelopment area spanning up to five blocks, there are many different private owners (as well as the United States Postal Service on Site 12) that would be involved in any redevelopment scenario. Development scenarios would be contingent on some uses potentially relocating and whether private property owners are willing to participate in development plans or otherwise sell. Some surface parking lots are associated with uses outside the Catalytic Project area, so those relevant entities would need to be involved in coordination as well. As mentioned in the DfVAP, it may make sense for some existing buildings to remain to maintain history and character.<sup>14</sup> Given the mix of ownership, a more piecemeal redevelopment could be more likely as opposed to a large-scale concept like the Catalytic Projects.

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<sup>14</sup> DfVAP page 51



Figure 19: Opportunity Sites 11-19 Detail



## Sites 20, 21, 22

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
20	10044004D	City of Flagstaff	Commercial Service	1.30	0*
21	10127002D	City of Flagstaff	Commercial Service	0.82	0.82
22	10401092C	Wong Stephen N	Community Commercial	0.56	0.56

\* Site 20 is currently located entirely within the 100-year floodplain. This may shift with upcoming drainage improvement projects. For further discussion, see Section 3.2.3.

Opportunity Sites 20, 21, and 22 are located along Phoenix Avenue, south of the railroad tracks. Site 20 is at the northeast corner of Phoenix Avenue and South Beaver Street and bounded by the railroad tracks to the north. Site 21 is further east, at the northeast corner of South San Francisco Street and Phoenix Avenue, also bounded by the railroad tracks to the north. Site 22 is south across the street from Site 21, at the southwest corner of Phoenix Avenue and South WC Riles Street.

These south downtown properties were not identified as Catalytic Projects concepts in the Draft DFVAP. However, the City noted that they may be underutilized given their central location (especially close to the Mountain Line Downtown Connection Center) and could be good locations for redevelopment with a mix of uses including commercial and residential. Sites 20 and 21 are owned by the City, so the City has influence over what type of redevelopment may occur. Site 22 is privately owned, but it is in a transitional location with residential areas to the south and could be a good candidate for redevelopment as well.

Sites 20 and 22 contain a significant amount of surface parking that could be more efficiently utilized. Sites 20 and 21 contain old buildings that could have some historic value and are leased to businesses. It would need to be confirmed whether there are historic property-related restrictions on the City redeveloping these buildings. Additionally, the ongoing Rio de Flag drainage improvement project includes plans for a large box culvert along the south side of the railroad tracks, which will likely improve drainage but also decrease area available for vertical development on the sites.

Sites 20 and 21 are zoned Commercial Service, and Site 22 is zoned Community Commercial. Both of these zoning districts permit very similar mixed-use density and intensity as the Central Business zone. The definitions of both zoning districts encourage residential to provide diversity in housing choices. Specifically in the Commercial Service zone, residential development must be located above or behind commercial uses.

**Sites 23, 24, 25, 26, 27, 28, 29, 30**

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
23	10040007C	Galaviz Living Trust DTD 10-06-21	Commercial Service	0.21	0*
24	10040006, 10040007D	SH Flagstaff Holdings LLC	Commercial Service	0.53	0*
25	10040004, 10040005, 10040003A, 10040001A	Southside Historic Properties Inc	Community Commercial & Commercial Service	0.92	0*
26	10041013C	Turrell Art Foundation	Community Commercial	0.29	0*
27	10041010D	Nackard Fred Land Company	Community Commercial	0.39	0*
28	10041015	Levitan Family Trust Dtd 10-15-98	Community Commercial	0.12	0*
29	10041010E	Clayton Flagstaff LLC	Community Commercial	0.19	0*
30	10041002A	Railyard Lofts LLC	Community Commercial	0.49	0*

\* Sites 23-30 are currently located entirely within the 100-year floodplain. This may shift with upcoming drainage improvement projects. For further discussion, see Section 3.2.3.

Opportunity Sites 23 through 30 are located along the north side of West Cottage Avenue, in the part of downtown that is south of the railroad tracks (also known as Southside). The sites are located along the Cottage Avenue frontage, not extending north to Phoenix Avenue. The westernmost group of sites (23-25) is bounded by South Mikes Pike to the west and South Beaver Street to the east. The middle group of sites (26-29) is east of South Beaver Street and bounded by South Leroux Street to the east. Across Leroux Street to the east is Site 30 on another block.

Sites 23 through 30 on these three Cottage Avenue-fronting blocks were identified as one of the Catalytic Projects concepts in the Draft DFVAP, as Site E – Cottage Avenue Infill. The Draft DFVAP concept for this area is based in part on the Southside Community Plan. The concept in the DFVAP describes Cottage Avenue as a “Southside Main Street,” featuring a combination of adaptive reuse and infill redevelopment that fits into the existing Cottage Avenue character and scale.<sup>15</sup> A variety of housing types added in this location would be conveniently located between the main downtown north of the tracks and the Northern Arizona University to the south. Like in other Catalytic Project concepts, redevelopment in this area would include redevelopment of surface parking between the existing low-rise commercial buildings and need to consider parking for the intensification of uses. The DFVAP envisions maintaining surface parking, but structured parking could also be possible.

Sites 23, 24, and a portion of 25 are zoned Commercial Service, and the rest of Site 25 and Sites 26 through 30 are zoned Community Commercial. Both of these zoning districts permit very similar mixed-use density and intensity as the Central Business zone. The definitions of both zoning districts encourage residential to provide diversity in housing choices. Specifically in the Commercial Service zone, residential development must be located above or behind commercial uses.

With the potential for a redevelopment area spanning up to three blocks, there are many different private owners who would need to be involved in any redevelopment scenario under current ownership conditions. The City does not currently own any properties within this Catalytic Project area (but does own some nearby – see Sites 20 and 21). Given the mix of

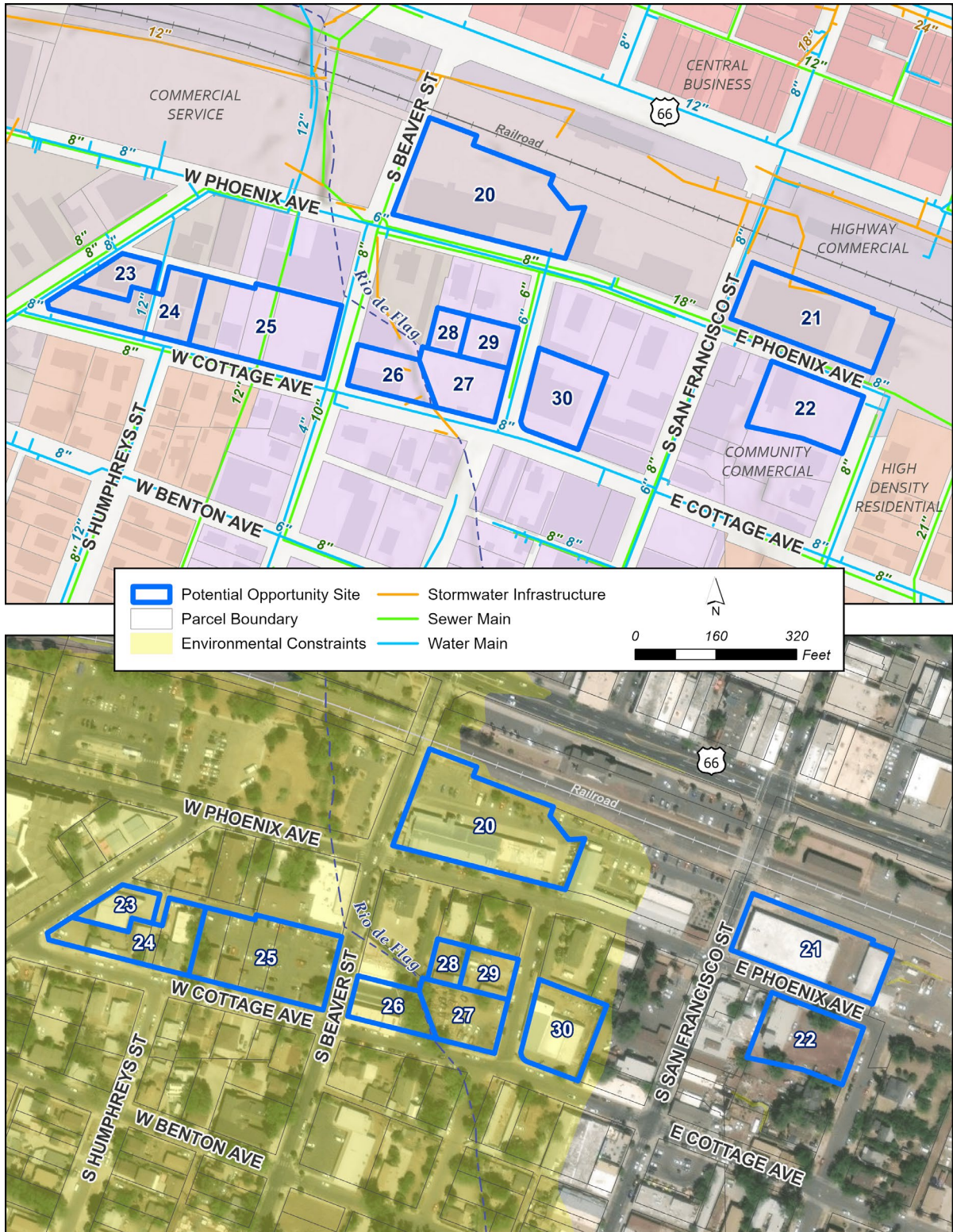
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<sup>15</sup> DFVAP pages 52-53

ownership, a more piecemeal redevelopment could be more likely as opposed to a large-scale concept like the Catalytic Projects. As shown in the table above, some groups of multiple parcels are under common ownership, so it is possible that property owners could come forward with aggregated sites that have the potential for substantial redevelopment. Collaboration between different property owners along Cottage Avenue may also be possible.



Figure 20: Opportunity Sites 20-30 Detail





### **4.2.3 Potential Challenges for Downtown Redevelopment**

#### **Utility Infrastructure**

Most of downtown Flagstaff currently consists of relatively low-rise, low-density development. Its gridded streets and alleys contain a network of municipal water and sewer infrastructure including pressurized water mains and almost entirely gravity sewer mains (thanks to the City's consistent downward slope towards the south). If a site in downtown Flagstaff doesn't already have the utility connections it needs, likely connection points are never far away.

However, some of the water and sewer network is aging and is gradually being replaced over time. In some locations, the project team observed active water and/or sewer mains that are around 100 years old. Mains may also not have adequate capacity to support a new push towards more dense infill and redevelopment. Water and sewer impact analyses would likely be required for new developments and will result in discussions with the City to determine what improvements are needed and the extent to which these improvement costs are borne by private development.

Generally, planning for utility upgrades and/or relocations can be complex in a downtown area, due to potential impacts to existing buildings and utilities, traffic interruptions, disruptions to property owners and others, and existing property boundary and right of way limits. Other utilities such as electricity, gas, and telecommunications (which were not considered as part of this study) may be located in tight easements or alleys that have little room to adjust for redevelopment without broader changes. In some locations in downtown Flagstaff, sewer and storm drain systems cross through the surface parking lots that the City would like to see redeveloped, which may require relocations (see maps for Opportunity Sites 5, 10c, 12, 14b).

#### **Floodplain and Drainage**

As discussed in Section 3.2.3, many of the sites in the downtown area are currently within the 100-year floodplain designation adjacent to the Rio de Flag (RDF) drainage. In the tables above, the buildable areas on these sites are listed as 0 acres or close to it, despite many of these areas being developed already as then urban core. Even if flooding is not regularly experienced, the designation may impact redevelopment opportunities and/or costs. City staff noted that additional flood risk could emerge in the future if fires in upland forested areas clear some of the natural drainage protections.

The RDF Flood Control Project will include box culverts running along the drainage to mitigate flooding. It is anticipated that these upgrades will significantly reduce the area within the 100-year floodplain designation, which could help encourage redevelopment in the future. Maps showing the areas impacted by the RDF Project are included in Appendix 1.

#### **Proximity to Railroad Noise**

Most of the downtown Opportunity Sites are located close to the railroad that parallels Route 66. The railroad produces a significant amount of prolonged noise during certain times of day when freight trains are passing through Flagstaff. City staff have noted that the United States Department of Housing and Urban Development (HUD) has an environmental noise policy that

may limit HUD funding or other assistance eligibility in locations near to major noise sources.<sup>16</sup> This may be applicable to the area around the railroad in Flagstaff and would require further noise level study to determine a precise radius that may be impacted. Ineligibility for certain grants and other funding assistance may make it difficult to develop affordable housing in the downtown area.



*Photo: Railroad station in downtown Flagstaff.*

### **Access and Parking in Downtown**

Many of the sites identified for potential infill development in downtown Flagstaff are currently surface parking lots with a variety of user groups. The DfVAP indicates a need to increase the supply of parking, especially if more development occurs in downtown, yet the infill development itself would reduce off-street parking available. Despite goals of increasing residential development patterns that support walkable/rollable, bikeable, and transit-oriented lifestyles, structured parking will be needed to fill the gap in parking supply. Structured parking comes at a significant expense to developers, but multiple entities that would share the benefit of nearby structured parking could share the cost burden through public-private partnerships and/or a Fee-in-Lieu program.<sup>17</sup>

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<sup>16</sup> For more, see <https://www.hudexchange.info/resource/313/hud-noise-guidebook/>

<sup>17</sup> DfVAP page 85



### 4.3 Central Flagstaff New Development Sites (31-34)

#### 4.3.1 Overview

The next group of Opportunity Sites are located to the north or south of the main downtown Flagstaff area along important north-south corridors. All four are publicly owned. Sites 31, 32, and 34 are City-owned and have been previously contemplated for moderately sized housing developments and Sites 31 and 34 have undergone some site preparation. Site 33 is a much larger tract owned by the County and offers significant potential for housing development.

Given the location of each of these sites in central areas compared to some of the other Opportunity Sites, they present good opportunities for more residential density concentrated along convenient access points on roads that are prepared for the additional traffic demand. The central locations also make them well-suited for transit access. There is already a pattern of higher-density housing popping up along corridors like I-180 where Sites 33 and 34 are located. If additional utility capacity is needed, these major corridors and residential concentrations are logical locations for expanded municipal infrastructure.



*Photo: Southwest corner of Opportunity Site 33, with Mountain Line bus stop facing I-180.*

### 4.3.2 Potential Development Opportunities and Challenges

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
31	10419117A	City of Flagstaff	Highway Commercial	1.95	1.89
32	10001001G	City of Flagstaff	Public Facility	4.46	4.41
33	10203001D	Coconino County	Single-Family Residential	56.81	51.76
34	11102001C	City of Flagstaff	Medium Density Residential	3.08	3.08

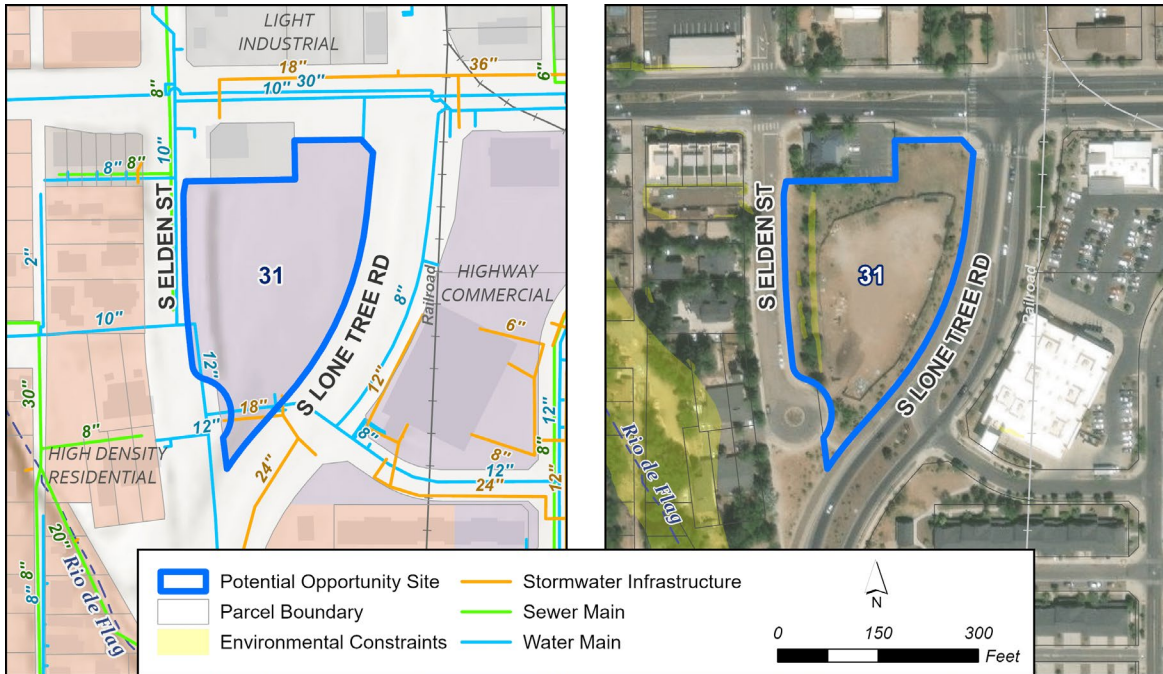
**Site 31** is bounded by South Lone Tree Road to the east, East Butler Avenue to the north, and South Elden Street to the west. The site is zoned Highway Commercial. Across Lone Tree Road to the east is a major shopping center. Across Elden Street to the west is a quieter residential neighborhood that is zoned for high density.

With the Highway Commercial zoning, Site 31 presents an opportunity for a land use transition between the busy Lone Tree and Bulter Avenue intersection and the residential area behind it across Elden Street. This zoning district allows high-intensity, mixed-use development as long as residential development is located above or behind commercial uses. This development pattern would fit well in the site’s context.

There is a history of affordable housing development plans on this site; previous plans included 50 multifamily units that were conceptualized during a 2017 plan for scattered site affordable housing for the City. The site appears to have been cleared and graded, and water mains extend to two corners of the site. However, specific restrictions in City Council’s request for proposals and other factors made the project infeasible for the developer pursuing the project at the time. A future iteration of the project may be even more feasible if given flexibility to maximize residential yield on the site.

It is important to note that there are changes planned to the Lone Tree right-of-way that could impact developable area on Site 31. These impacts would need to be confirmed by the City.

**Figure 21: Opportunity Site 31 Detail**

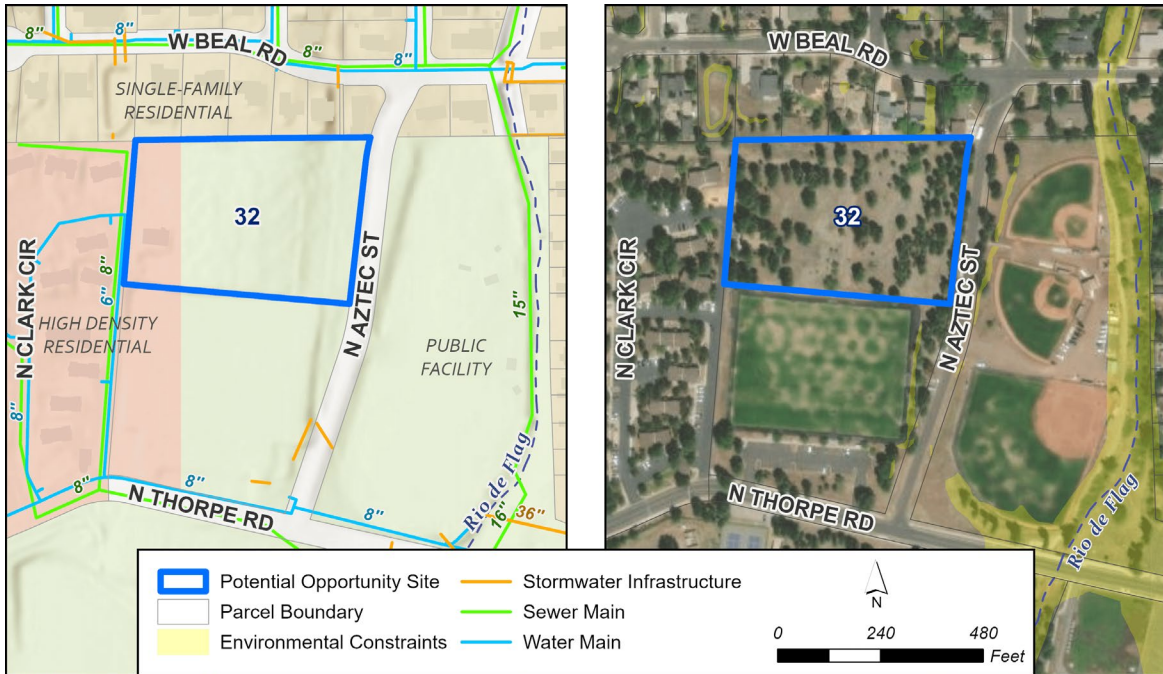


**Site 32** is north of the downtown area. It is bounded by North Aztec Street to the east and the Clark Homes housing development to the west. The sports field off of Thorpe Road is to the south of the site. This site is currently zoned Public Facility, but the City has expressed a desire to consider alternatives for the site given its proximity to existing City housing and other amenities like Thorpe Park.

Like Site 31, there is a history of planning for housing development on this site. City staff explained that there are multiple layers of challenges for this location. Resolution No. 2014-04 calls for affordable housing development on the area identified as the Opportunity Site to the north and preservation of the soccer fields to the south. However, there is an old Ordinance 425 that restricts properties in the Thorpe Park area to parks uses, and an Arizona State Parks easement off of Aztec Street also restricts the property to parks uses which may require a conversion or land trade process. Area residents have also raised concerns about converting Public Facility-zoned land to residential uses.



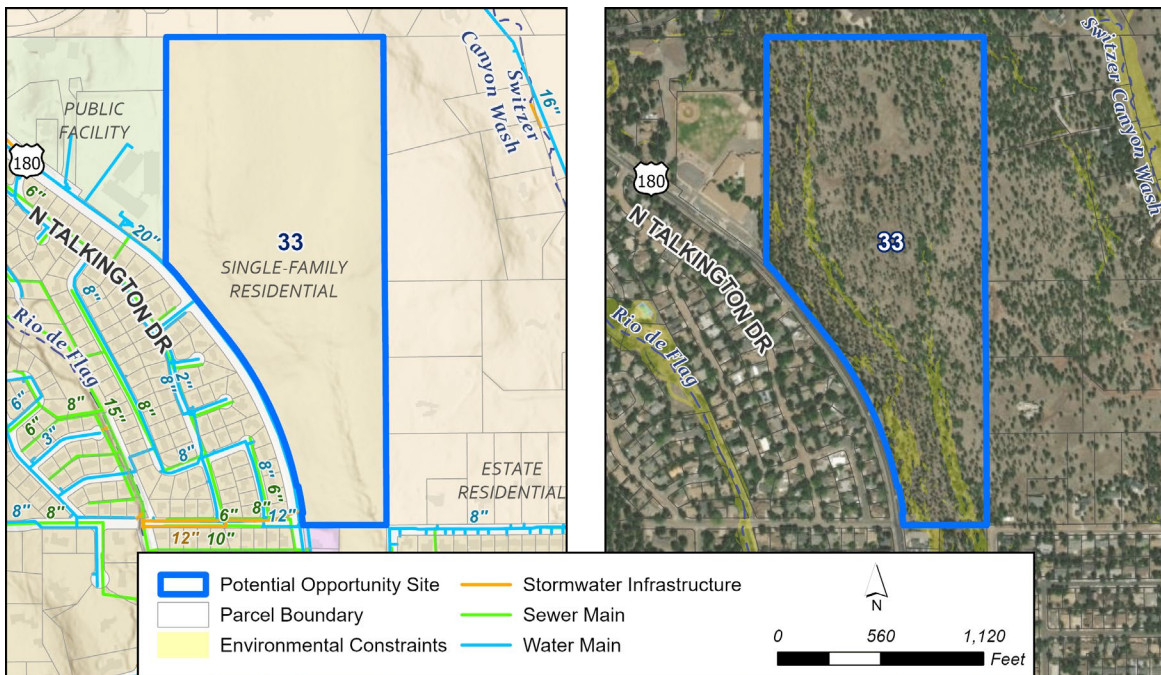
**Figure 22: Opportunity Site 32 Detail**



**Site 33** is a large County-owned parcel located northeast of the intersection of I-180 and West Meade Lane. With over 50 acres of unconstrained area with zoning that is already residential, this site presents an opportunity to deliver a large number of residential units. However, the current single-family zoning and potential limitations from sewer capacity will require further analysis and consideration for master planning and/or zoning amendments. The City may wish to initiate coordination with the County to help steer potential future development to be in line with City goals for housing density, affordability, and sustainability. This may involve a proposing a rezone from Single Family.

In addition to resolving sewer capacity, there may be drainage mitigation needed as significant flooding has been experienced along this corridor; this development would decrease existing pervious vegetated areas that currently help protect some steeply sloped areas in the tract, which would potentially require stormwater mitigation improvements to minimize further stormwater runoff impacts. Another added cost would be preparing the sloping, undeveloped site to allow reasonable driveway grades and efficiency of development layout. This could potentially involve retaining walls like other major housing developments along I-180. These issues aside, Site 33 is a convenient location for more housing with a Mountain Line stop directly in front as well.

**Figure 23: Opportunity Site 33 Detail**

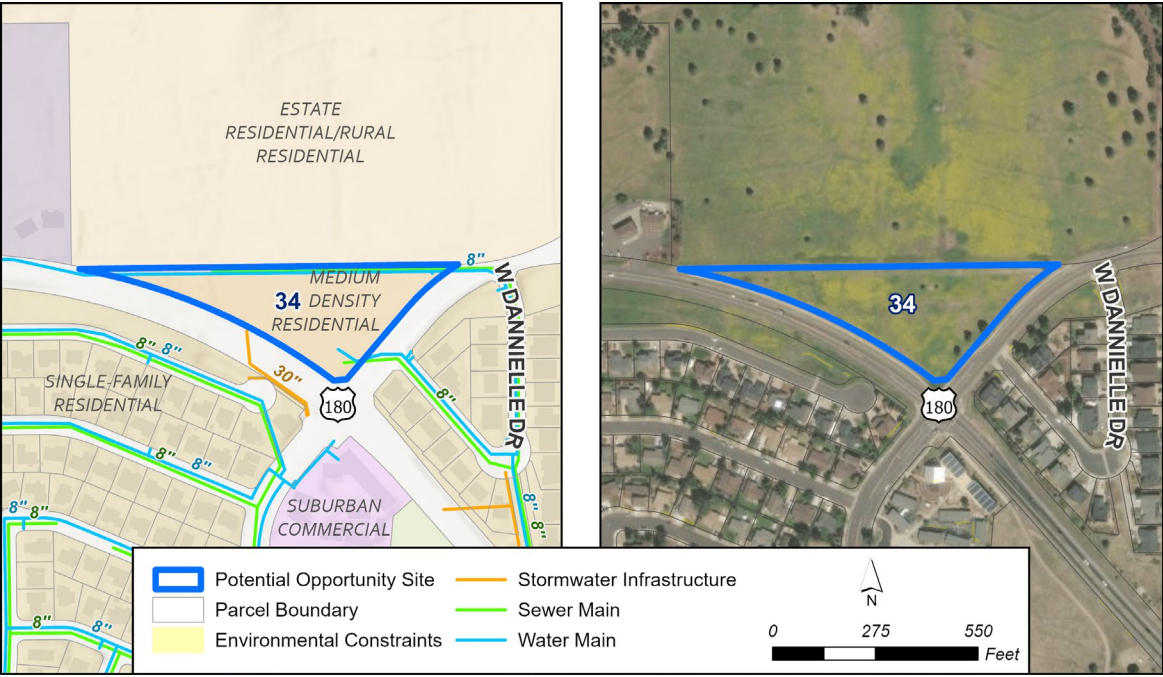


**Site 34** is the farthest north of the Opportunity Sites identified in this project. It is directly south of the edge of Flagstaff city limits and the Urban Growth Boundary, north of the intersection of I-180 and Schultz Pass Road. The site is zoned Medium Density Residential, with lower-density residential zoning designations to the north, southwest, and southeast, but Suburban Commercial directly south across the intersection. Given that the triangular shape of the site may constrain development options, it may benefit from allowances for higher density housing than allowed by the medium density zone.

This site is owned by the City and has been designated for affordable housing. Multiple iterations of permanently affordable workforce housing developments have been proposed on the site in the past, around 2007 when the site was first annexed and later in 2017 as part of a Low-Income Housing Tax Credit scattered site project. Concept plans for townhomes were prepared, and a rezone was approved to achieve the current zoning. The City already paid for and constructed utilities to serve future development on the site. When a request for proposals for developers was in progress, some members of the public expressed opposition to housing development on the site, and progress stalled.

Site 34 does not contain any environmental constraints. It is already prepared for development, has the entitlements it needs for the proposed development, and has utilities available; plus, it is located at a major intersection which will support access for the medium density residential use. It is likely that this project will be picked up off the shelf and moved forward at some point.

Figure 24: Opportunity Site 34 Detail





## 4.4 East Flagstaff New Development Sites (35-36)

### 4.4.1 Overview

Two of the Opportunity Sites that are currently undeveloped, Sites 35 and 36, are located in the east part of Flagstaff. According to input from City staff and backed up by the Displacement Vulnerability Analysis prepared as part of the CAP, East Flagstaff is known to be experiencing gentrifying pressures. However, the City Housing Department and Mountain Line offices are both in this area, and they have other land holdings nearby, some of which have been developed as affordable housing or discussed as potential affordable housing sites to help support the local population that is at heightened risk of displacement.

Sites 35 and 36 are near to major commercial and industrial employment centers and transit access while also offering quieter neighborhood streets with a variety of housing types.



*Photo: Opportunity Site 35, including relatively new Mountain Line bus shelter installed near the northeast corner of the site.*

#### 4.4.2 Potential Development Opportunities and Challenges

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
<b>35</b>	10805003B	City of Flagstaff	High Density Residential	2.09	2.09
<b>36</b>	11322001S	NAIPTA	High Density Residential	5.31	5.21

**Site 35** is located at the southwest corner of East Lockett Road and North Fanning Drive. To the site's south is the Flagstaff Housing development known as Siler Homes, identified as Opportunity Site 51. Route 66 is nearby to the southeast of the site, with Highway Commercial development along the frontage, but Site 35 is tucked back in the residential neighborhood with High Density Residential Zoning.

This site is currently undeveloped. The City purchased Site 35 in 2018 to develop it as affordable housing. While the number of units is not decided, the goal would be a higher density development to bring a significant number of units online. The neighboring parcel to the south (Opportunity Site 51) is also affordable housing owned by the City.

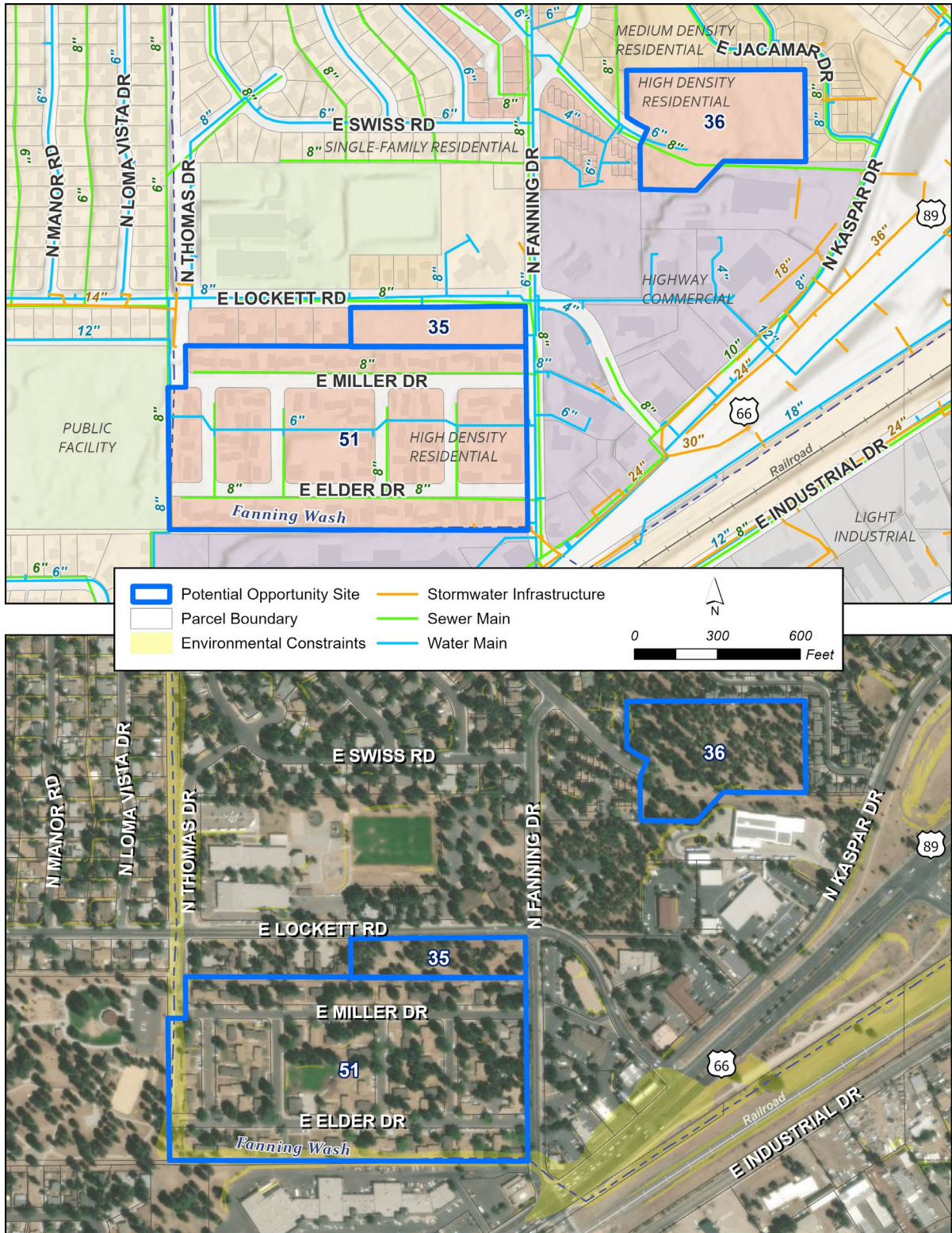
The Housing Department would also plan to use the housing developed on Site 35 to house people in other public housing that needs to be updated or improved. Having units available on this site on a temporary basis is a path to redeveloping older public housing units, so it is a priority project for the City. No development partner has been identified yet and no plans have been prepared; a procurement process during the Covid-19 pandemic did not reach a contract, and the request for proposals will need to be altered and released again to find a development partner with the appropriate expertise. Otherwise, surrounding utility and transportation infrastructure seems generally available for the desired development.

**Site 36** is located northwest of North Kaspar Drive. Residential development along East Jacamar Drive flanks the property's northeast corner, and East Linda Vista Drive terminates at the western boundary of the property. As shown in the aerial imagery, the site is currently undeveloped. It is owned by NAIPTA, or the Northern Arizona Intergovernmental Public Transit Authority, and Mountain Line's offices are located to the south of the site.

The City is potentially interested in purchasing this parcel from Mountain Line and is currently researching the idea. Like Site 35, this site is zoned High Density Residential and is a significant opportunity for additional public housing development in East Flagstaff, on a site over twice as large and just as conveniently located. It appears that there are multiple options for site access and utility connections in the area as well; it would just need to be confirmed whether utilities are adequate capacity to support dense housing development on the site.



Figure 25: Opportunity Sites 35-36 Detail



## 4.5 J.W. Powell Boulevard Corridor Sites (37-41)

### 4.5.1 Overview

The City is working with several major land owners and potential developers that own property along a planned new road corridor in a large undeveloped area southeast of I-40. The project is known as the J.W. Powell Boulevard Public Infrastructure and Facilities Specific Plan.<sup>18</sup> Flagstaff voters approved the project for partial funding of transportation, water, and sewer improvements between South Fourth Street and Lone Tree Boulevard along the future J.W. Powell corridor. An approximate road alignment has been approved and a map figure is provided in Appendix 4.

The City is facilitating the planning of this area to help unlock hundreds more acres of developable land and facilitate the development of hundreds more residential units. Even some development at either end of where the new road is planned can't occur until the road is complete because it is needed for secondary access. Much of the surrounding area has been developing as large, low-density single-family subdivisions, and this trend is likely to continue on most of the large tracts of land due to their current zoning and remoteness.

Mountain Line will be initiating a transit planning effort in 2025 to explore serving the JWP extension. Currently, no specific routing has been identified but it is an area identified for transit expansion. It is likely that much of the new development along the corridor would be very low density with the current zoning, but there may be some areas with higher concentrations of housing that would work well with transit.

### 4.5.2 Potential Development Opportunities

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
<b>37</b>	10414003C	JP 325 LLC	Rural Residential	225.12	161.49
<b>38</b>	10510176	City of Flagstaff	Manufactured Housing	27.03	26.47
<b>39</b>	Not a Tax Parcel	State Trust	Rural Residential	404.40	370.36
<b>40</b>	10610003	Gibson Kelly J & Christy	Rural Residential	80.99	74.33
<b>41</b>	10610001B	Little America Hotels & Resorts Inc	Estate Residential	39.78	33.30

**Site 37** is the undeveloped portion of what is known as the Juniper Point subdivision master plan private development. The site is closer to the portion of the J.W. Powell Boulevard (JWP) that has already been constructed at the western end of the area. Fifteen total phases are proposed, the first has been built (as can be seen in the map below), and the next two phases are currently under review.

The project so far has taken sustainable building incentives offered in code to allow 25 percent more units than are otherwise allowed in the Rural Residential zone. The development plan is primarily single-family homes concentrated south of the Bow & Arrow Wash, using all of the development's allowed units per the Planned Residential Development. The homes are organized in streets with cul-de-sacs; a previous developer was pursuing Traditional

<sup>18</sup> <https://www.flagstaff.az.gov/4511/JW-Powell-Specific-Plan>

Neighborhood Design, but it was not feasible due to topography. Mitigation costs based on results of the transportation impact analysis (TIA) have also been a challenge on this site.

The consultant understands that the City has considered allowing higher density residential north of the wash in the future, but a replat and rezone would likely be needed. If that development occurs, there may be a possibility to take access from I-40 to the north.

**Site 38** is nicknamed the “Shark Bite” by some City staff due to the unusual parcel shape. It sits near the western end of the JWP corridor, to the north of the already-constructed right-of-way, with narrow sections along the frontage extending to the west and east. The parcel was created as part of a past development agreement which stipulated that in exchange for some of the lower-density housing through the area, this site needed a high number of units.

This property is an outlier in the JWP area. It was rezoned to Manufactured Housing in 2000 and was intended for affordable housing. The City acquired the parcel that year as well to work towards developing affordable housing. However, lending for manufactured homes can be more difficult to obtain. Site-built homes are permitted in the zoning district, so that is still an option.

This parcel seems like it would not need to wait for the rest of the corridor infrastructure to develop due to its location on the portion of the road that has already been constructed. However, City staff indicated that there are significant infrastructure challenges that need to be resolved before the higher-density housing that was envisioned can become a reality.

**Site 39** is the largest of the sites in the JWP corridor, with portions both north and south of the planned JWP corridor and forming an L shape over to the Pine Canyon Wash to the east. From discussions with the City, the consultant understands that a private developer has an agreement with the State to purchase one section of the overall parcel at a time. The developer so far has purchased the portion closest to the proposed road corridor. The developer currently plans to expand an existing single-family residential subdivision on the site, potentially also including a lodge.

**Site 40** sits directly north of the protruding portion of the “L” of Site 39. Pine Canyon Wash runs through the eastern end of the site, and there are some small areas with steeper slopes in the middle of the parcel. This site is zoned Rural Residential. Unlike Sites 37 and 39, this site is not relying on the development of the new road in the near term since no development plans have been identified yet. Ownership can be characterized as family holdings.

**Site 41** is directly north of Site 40. The planned JWP corridor would travel up the eastern edge of the property, separating the parcel from the county residential lots to the east. The zoning on this parcel is Estate Residential.

The site is owned by a hotel business that has expressed interest in pursuing some residential development on the site. A concept plan was prepared 10 or 15 years ago that would involve a rezone, but the plans did not move forward. The parcel may not be developed in the very near term, but it is worth noting that the Regional Plan designation of X now matches the previously submitted concept plan for land uses on the site which would help support a rezone.

The same private company owns additional property to the north, all the way to I-40. However, between Site 41 and this additional area is the Rio de Flag wash and a significant floodplain area. There are also some slopes and wetlands present through the site.





*Photo: Eastward view of an already-constructed section of the new J.W. Powell corridor.*

#### **4.5.3 Potential Development Challenges**

Several natural drainageways impact the overall JWP area. Bow & Arrow Wash brings a lot of environmental constraint areas through Site 37. Pine Canyon Wash runs through Sites 39, 40, and 41, but it is not surrounded by as much environmentally constrained area as determined by the analysis in this study. North of Site 41 is the Rio de Flag and a large environmentally constrained area, staying mostly out of the site but still potentially causing additional challenges for development.

Topography has precluded more compact gridded street layouts when pursued in the past, and this area's new development has primarily been large single-family subdivisions, some gated and with golf courses. The remote location of the sites relative to Flagstaff challenges transportation and utility access, making it more expensive and less aligned with the City's climate goals.

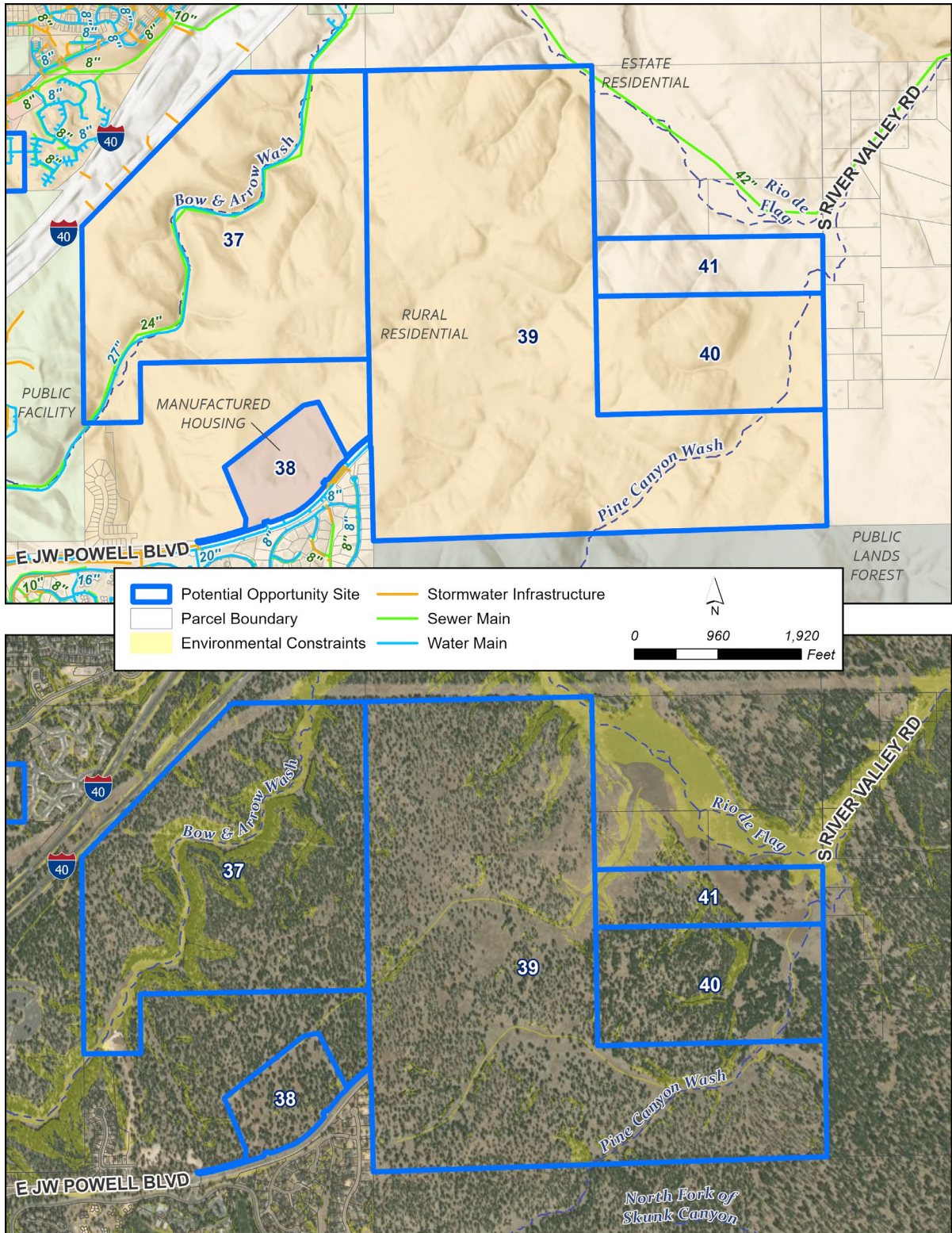
Even if only single-family homes were developed in this area, the scale of the property could result in hundreds of new units. If developed, even at a low density, these units would generate additional public service requirements. A fire station may be needed, along with a new water



filling station for residents outside the area that aren't served by City water. The City may also need to take the lead on some more major sewer improvements to help development in the area, as there are currently known downstream capacity issues.

As part of the ongoing collaborative planning efforts between the City and land owners and developers in the JWP area, there could also be benefits to allowing a slightly higher density on some parts of the sites, beyond just single-family development patterns which mostly produce high-income housing. Mixing in some higher-density housing would make much more efficient use of the extensive public infrastructure and services that are already being extended to the new development area. A mix of housing types would bring in more housing supply and support more sustainable development patterns while potentially reducing cost to make the area accessible at least to middle-income households.

Figure 26: Opportunity Sites 37-41 Detail



## 4.6 State Trust Sites (42-45)

### 4.6.1 Overview

One of the State Trust’s top strategic priorities for 2024 is “Building a more resilient, innovative and prosperous Arizona through proactive, strategic planning efforts.”<sup>19</sup> When people of many income levels struggle to find housing in Flagstaff, its potential prosperity is limited, and the community is less resilient. More single-family subdivisions with unattainable prices that become a large percentage vacation homes do not foster a resilient community, economically or from a sustainability perspective. During the LASS-CAP study and the current Regional Plan update process is an ideal time to consider how pursuing and/or facilitating housing development on State Trust land can fit into both City and State future goals and plans.

State Trust parcels can be used for a variety of purposes, including mining, agriculture, or recreation, but they may also be sold or leased. When they are ready for development (based on “adjacent urban or suburban density development and the planned or existing extension of water and wastewater facilities,” the parcels “can be subject to an application to sell or commercially leased and must be disposed via a public auction.”<sup>20</sup> Development is then subject to local planning and zoning regulations, such as the Regional Plan and Flagstaff code.

To achieve development that is more dense than the current Rural Residential zoning on each of the four State Trust sites included in this study, infrastructure master planning will be necessary for the sites. The process requires further research, but a collaboration to rezone the land or release a Request for Proposals for a rezone and development concept that aligns with City goals could be a way to influence future development to get moving in the nearer term.

### 4.6.2 Potential Development Opportunities and Challenges

ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
42	Not a Tax Parcel	State Trust	Rural Residential	434.26	431.23
43	Not a Tax Parcel	State Trust	Rural Residential	643.28	604.22
44	Not a Tax Parcel	State Trust	Rural Residential	166.67	158.24
45	Not a Tax Parcel	State Trust	Rural Residential	538.24	501.4

**Site 42** is located southwest of Flagstaff’s center, south of I-40 and surrounding a Rural Residential subdivision around West Kiltie Lane on the northwestern edge of the parcel. There is also residential development with smaller lots to the west and east of the parcel, which could help its case that it is ready for development. Access may be able to be provided via Kiltie.

A 16-inch water main runs through the site, providing a convenient connection for future access. Eight-inch sewer mains serve the surrounding subdivisions, so a connection seems possible, but capacity to serve future development would need to be verified with a Water Sewer Impact Analysis. Of the State Trust sites, this one may be the smallest lift to prepare for development and make a case for more dense development.

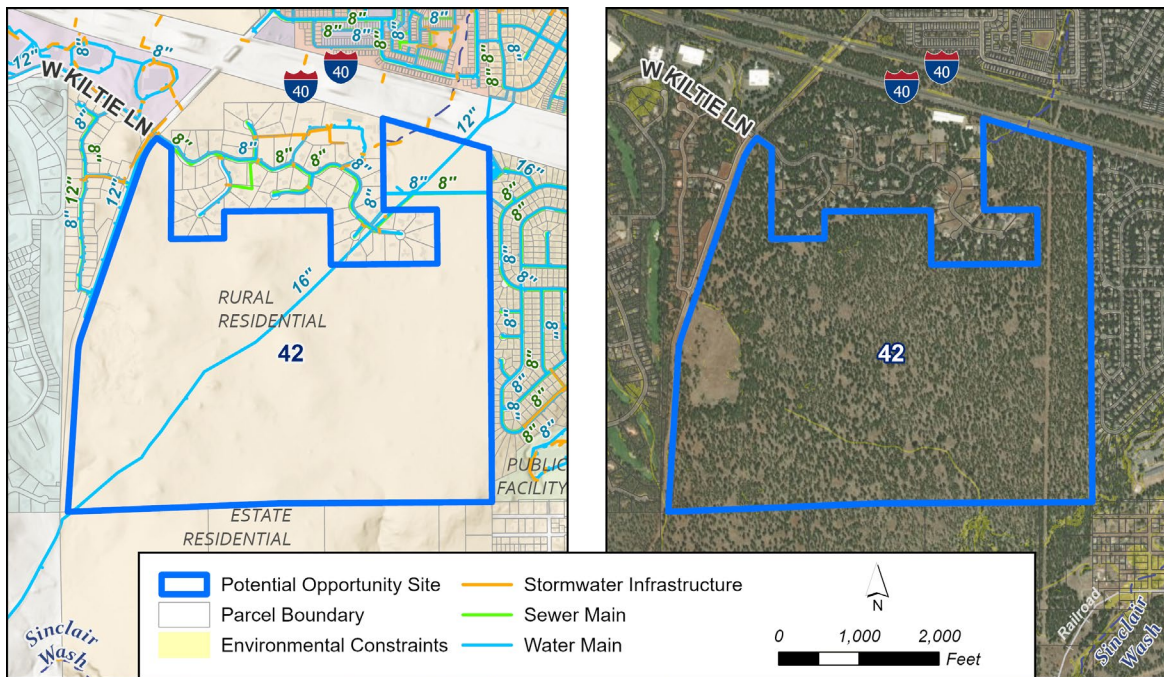
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<sup>19</sup> [https://land.az.gov/sites/default/files/2023-10/ASLD\\_FY2024%20Strategic%20Plan%20Revised\\_09\\_30\\_2023.pdf](https://land.az.gov/sites/default/files/2023-10/ASLD_FY2024%20Strategic%20Plan%20Revised_09_30_2023.pdf)

<sup>20</sup> [State Trust Land Beneficiaries | Arizona State Land Department \(az.gov\)](#) and [FAQs | Arizona State Land Department \(az.gov\)](#)



**Figure 27: Opportunity Site 42 Detail**



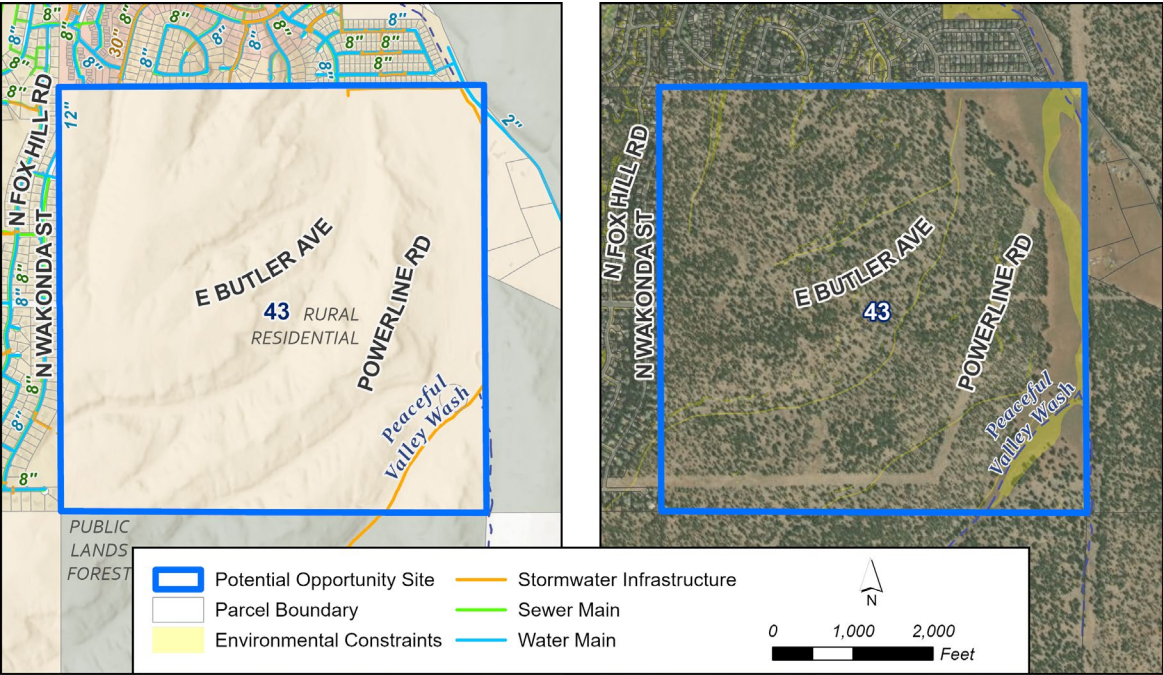
**Site 43** is located east of Flagstaff’s center, much further southwest from the major highways and tucked into a quieter, low-density, single-family residential area. The zoning is Rural Residential. This is the largest of the State Trust parcels included in the study at over 600 acres.

As can be seen on the figures below, there are planned but undeveloped road corridors (East Butler Avenue and Powerline Road) running through the parcel. If these roadways are extended up to and through the parcel, it would greatly support access given the more isolated location of the parcel otherwise to help with traffic load that would be placed on local residential streets through the neighborhood. Similarly, upsized water and sewer mains may be needed, as the ones in the adjacent neighborhood appear to all only be 8 inches in diameter.

Along the eastern edge of the site, the Peaceful Valley Wash has some floodplain constraints around it, but this is probably the least disruptive location on the site for this constraint. Otherwise, the site – while having some topographic variation – does not appear to have slopes over 25 percent.



**Figure 28: Opportunity Site 43 Detail**



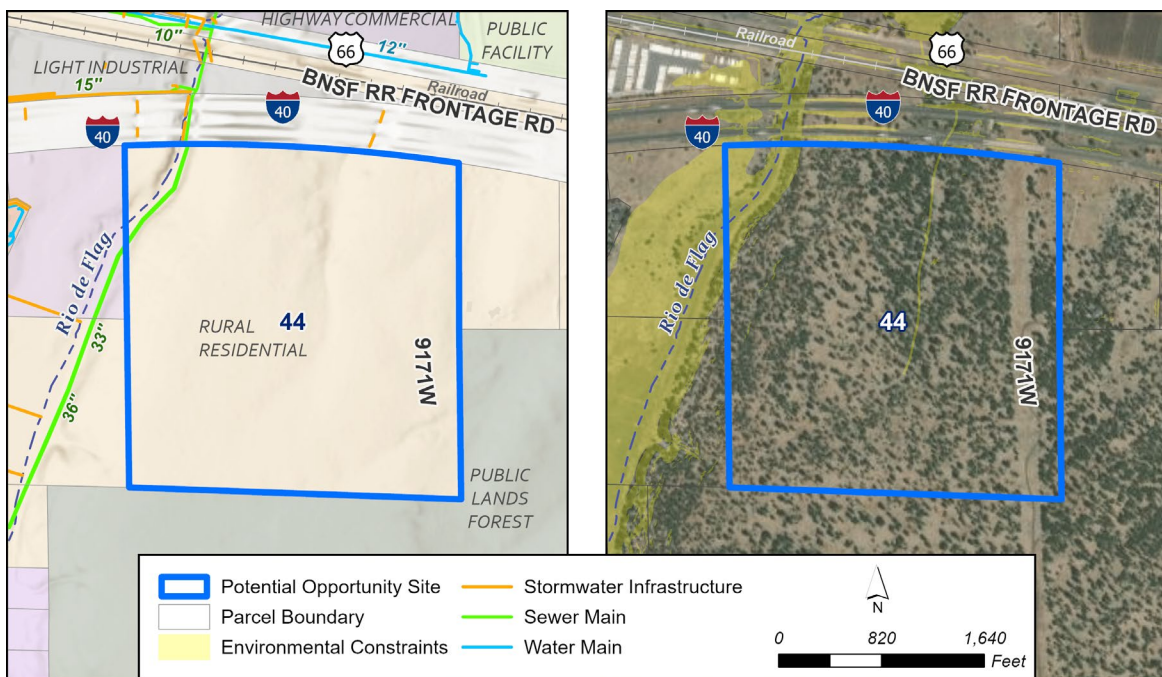
*Photo: Eastward view of Opportunity Site 43, from the terminus of Butler Avenue.*



**Site 44** is located south of I-40, on the northeast outskirts of the City. The Rio de Flag cuts across the northwest corner of the site, with some slope and floodplain areas around it. Other than the eastern end of the industrial area along the railroad north of I-40, there is not much existing development nearby. For that reason, it may be less likely to have a case for development in the near future. Furthermore, while there is a large sewer line running parallel to the wash on the west side, there is no water infrastructure nearby other than across the highway to the north, so utility connections may be more difficult than some of the other sites.

That being said, the site could still be considered for development farther in the future as Flagstaff grows to the northeast.

**Figure 29: Opportunity Site 44 Detail**



**Site 45** is located further east out I-40 from town than Site 44, at the far northeast of the City Urban Growth Boundary. The site is past where the railroad and I-40 diverge; the southern edge of the site abuts I-40 and the site is bisected by the railroad corridor.

The portion of the over 500-acre parcel that is adjacent to the highway and south of the railroad tracks may be the most likely to develop first as no railroad crossing would be required. Also, a winding path of steep slopes and floodplain is located more in the area north of the railroad tracks.

Similar to Site 44, there is little development around the site. There is no utility infrastructure nearby. To access the site, a new highway exit may be needed along with new local water, sewer and road infrastructure. For that reason, this site is likely the least development-ready of the State Trust sites.

Figure 30: Opportunity Site 45 Detail

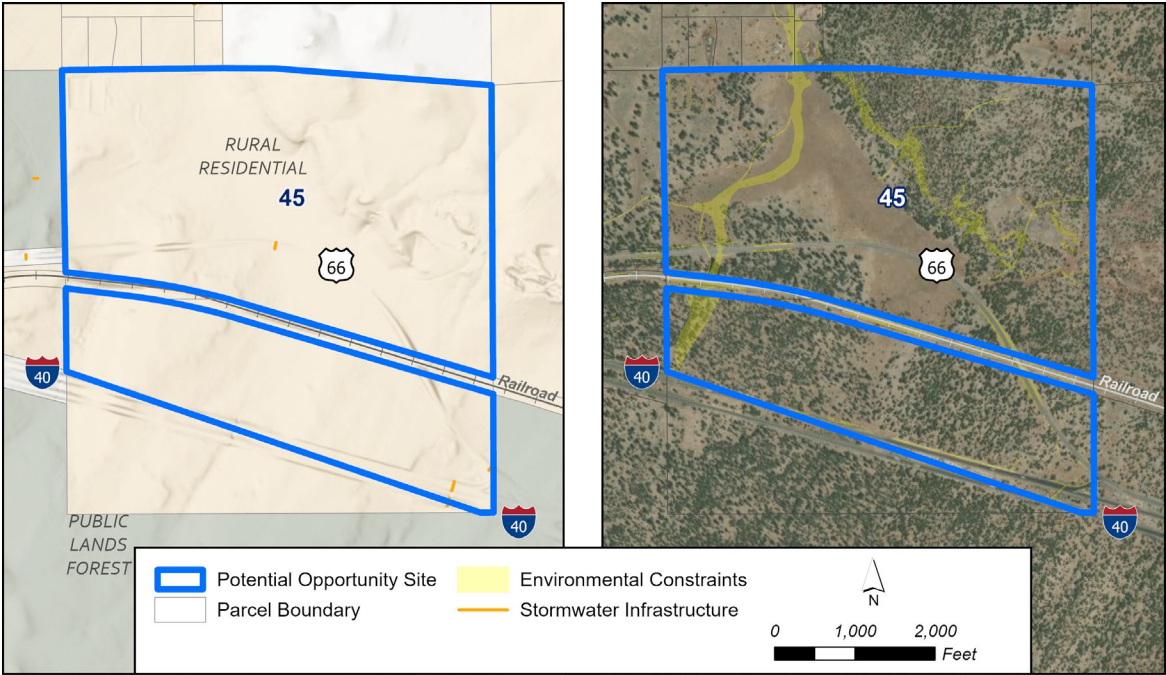


Photo: Northeast Flagstaff landscape near Opportunity Sites 44 and 45.

## 4.7 USFS Sites (46-49)

### 4.7.1 Overview

While there are many protected forest lands around Flagstaff that constrain City expansion, there are some USFS sites within the current city limits that are used for various administrative purposes. A private development interest has recently approached City staff with an interest in potentially developing four USFS sites with housing to support the USFS and the broader community.

It is common in other communities for the USFS to provide housing dedicated to its seasonal workers, particularly in more remote communities where housing is difficult to find (especially for temporary periods of time and at a rate that is affordable). With the local housing crisis, there is a need to look into developing more of this type of housing. While there may be restrictions on how some USFS land can be used, the 2018 Farm Bill (and likely future renewal of the bill) paves the way for other housing ground leases for users outside USFS, which could be an opportunity for more affordable housing development in Flagstaff.

Only one of the USFS parcels (Site 46) considered in this study is zoned Public Facility / Public Lands Forest, which could make housing more complicated to permit. The other sites – Sites 47, 48, and 49 – already have Residential zones, which could help support housing development in these locations.

### 4.7.2 Potential Development Opportunities and Challenges

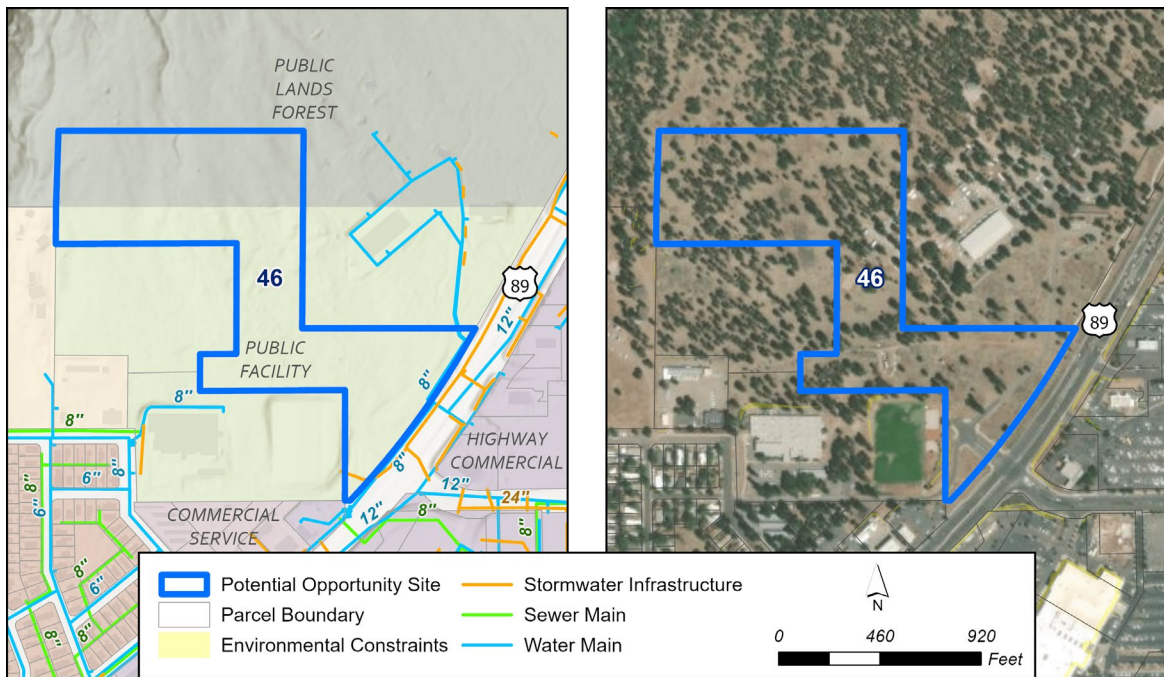
ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
46	Not a Tax Parcel	Coconino National Forest	Public Facility / Public Lands Forest	25.54	25.53
47	Not a Tax Parcel	Coconino National Forest	Single-Family Residential	10.87	10.48
48	Not a Tax Parcel	Coconino National Forest	Single-Family Residential / High Density Residential	25.69	19.44
49	Not a Tax Parcel	Coconino National Forest	Rural Residential	19.15	17.3



**Site 46** is known as the USFS Peaks Ranger Station. The site is located in northeast Flagstaff, to the northwest of I-89. While the other USFS sites are already zoned for residential, this site is zoned Public Facility / Public Lands Forest; in addition to the process that is required for a residential development ground lease on USFS land, it should be investigated if the zoning would cause additional difficulty in developing housing on this site.

There is water on the same side of the roadway where future development may be able to connect, but a sewer extension would likely be needed across the road. There do not appear to be any environmental constraints on the property.

**Figure 31: Opportunity Site 46 Detail**

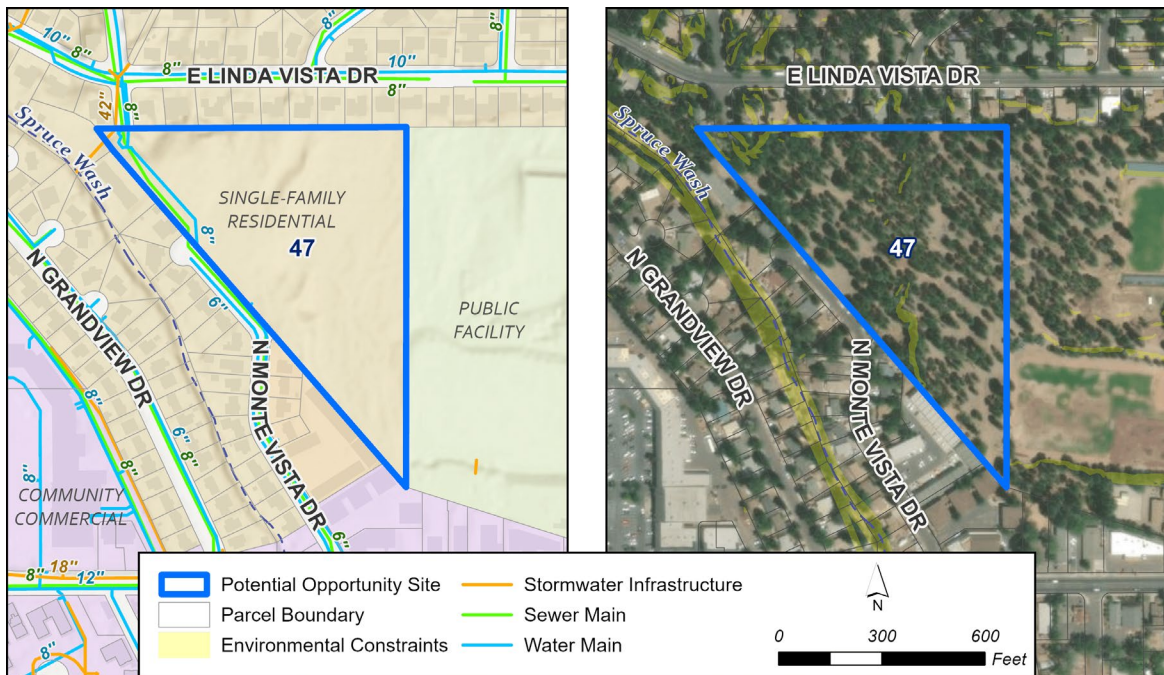


**Site 47** is known as the USFS Monte Vista Drive site. The triangular site is located in East Flagstaff, bounded by North Monte Vista Drive to the southwest and a residential neighborhood along East Linda Vista Drive to the north. There is Public Facility zoning to the east of the site, but Site 47 is zoned Single-Family Residential. For the purpose of USFS seasonal workers and other affordable housing, multifamily development and/or higher density development would likely be preferable, so it would need to be confirmed if a rezone seems feasible in this context.

To the southwest of the site, there is a break in Monte Vista Drive. City staff indicated that while connecting the road would provide better access to this site, the trade-off of disrupting the existing single-family neighborhood around the cul-de-sac may not be worth the benefit the road connection would provide.

Both water and sewer connections appear to be available adjacent to the site, but capacity would need to be confirmed. Spruce Wash and a floodplain area are nearby to the southwest, but there do not appear to be any environmental constraints on the property. Based on aerial imagery, the site appears to be undeveloped with many trees on the property.

**Figure 32: Opportunity Site 47 Detail**

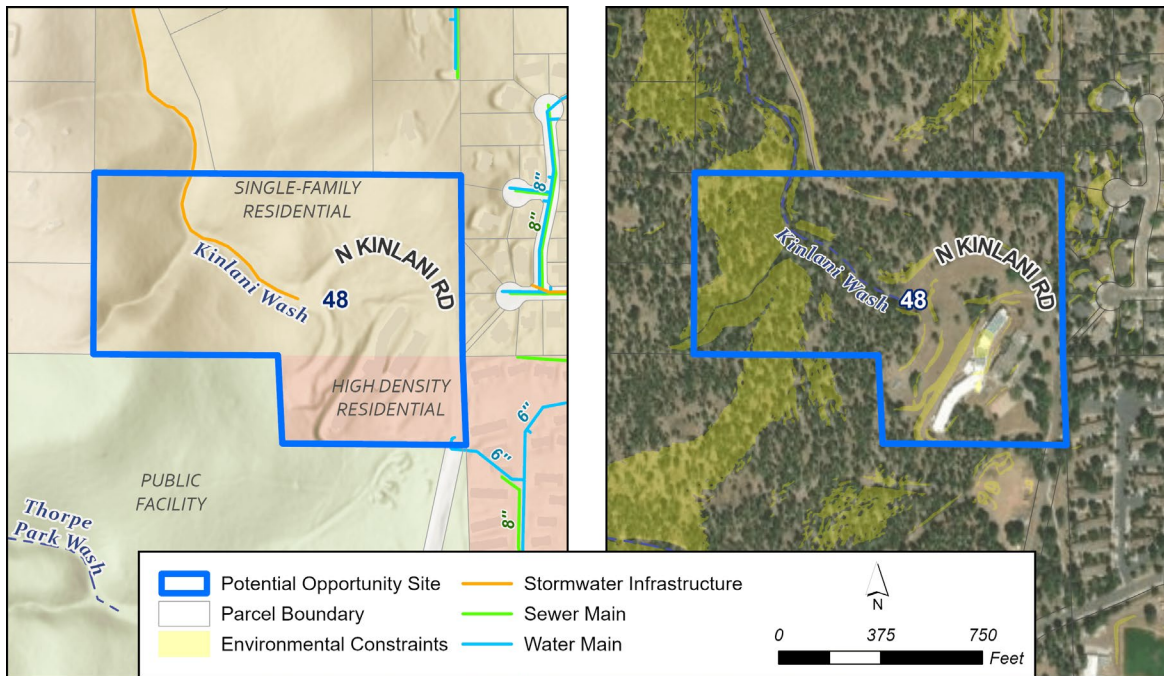


**Site 48** is known as the USFS Bordertown Dormitory. The site is located in west Flagstaff, not far from Site 32, the City’s Clark Homes development, and Thorpe Park. Access would be via Kinlani Road, but improvements may be needed to the access from the southeast corner of the site.

Land southwest of the site is zoned Public Facility, but the majority of Site 48 is zoned Single-Family Residential (as is the land to the north and east). The southwest corner of the site is zoned High-Density Residential. For the purpose of USFS seasonal workers and other affordable housing, higher density housing would likely serve USFS and City goals best. Depending on where housing could be proposed within the site, it may make sense to pursue a rezone to make the entire parcel High-Density Residential.

Water and sewer connections may be a challenge for this site, as there do not appear to be adequately sized lines adjacent to the site. Kinlani Wash and a floodplain and sloping area cover a large portion of the west side of the property. Based on aerial imagery, this portion of the site appears to be undeveloped with many trees on the property, whereas portions of the eastern side of the site have been developed with some larger buildings.

**Figure 33: Opportunity Site 48 Detail**



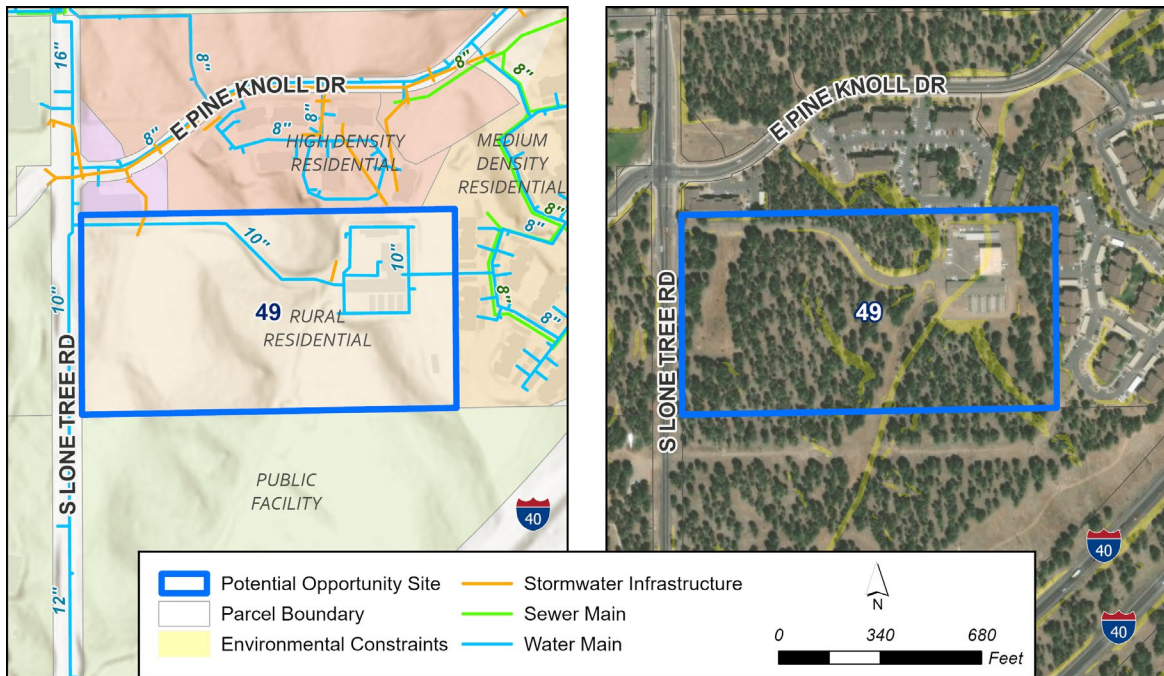


**Site 49** is known as the USFS Rocky Mountain Research Center. The site is located south of central Flagstaff, across I-40 from the JWP area. The site is bounded by South Lone Tree Road to the west. To the north is a High-Density Residential area, with Medium Density to the east. South of the site is Public Facility zoning. Site 49 itself is zoned Rural Residential, in contrast to the areas around it.

For the purpose of USFS seasonal workers and other affordable housing, higher density housing would likely serve USFS and City goals best. Depending on where housing could be proposed within the site, it may make sense to pursue a rezone to make the entire parcel High or Medium Density Residential to match the neighboring properties and maximize potential residential yield on the site.

Water connections within the site provide service to fire hydrants around the structure in the northeast corner, providing ready access to water service for new development. On-site pressures and internal routing for water will require further study. However, no sewer exists adjacent to the site and further review and examination of the connections to the site will be required. Other development challenges include some steep slopes and wetlands on a few areas of the site.

**Figure 34: Opportunity Site 49 Detail**





## 4.8 Public Housing Redevelopment Sites (50-51)

### 4.8.1 Overview

As previously discussed, Sites 50 and 51 are Flagstaff Housing Authority sites owned and managed by the City. Both are currently developed with relatively low-density units, and the existing housing is aging and in need of updates. The City will eventually plan to demolish the existing buildings and replace them with newly constructed units at a higher density, with a goal of up to double the current number of units on each site.

To redevelop City public housing sites, the Housing Authority plans to follow the Rental Assistance Demonstration (RAD) process. This a lengthy process that will require a development partner and various financing tools to complete. The City will also need to rely on other new public housing developments, like on Opportunity Site 35 and others, in order to offer a temporary place to move for the current residents of Sites 50 and 51. As such, development on 50 and 51 will need to be planned for farther out in the future than some of the other public housing projects.

There is potential for neighborhood hesitation related to doubling the density on these sites. However, both are located directly adjacent to major transportation corridors for all modes of transportation, so they are logical and defensible locations for increased residential density.

### 4.8.2 Potential Redevelopment Opportunities and Challenges

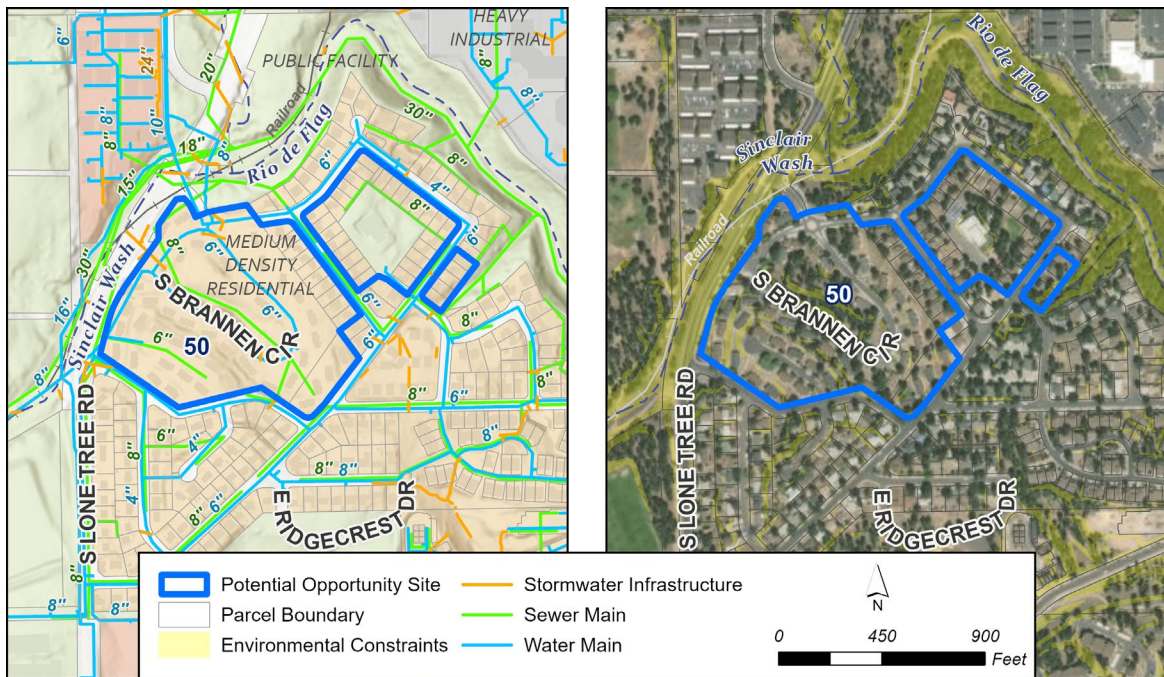
ID	Parcel ID	Owner	Land Use	Total Acres	Buildable Acres
<b>50</b>	10408010, 10408011A, 10409003 - 10409012, 10409033 - 10409059, 10409061, 10409062, 10410093, 10411002 - 10411005	City of Flagstaff	Medium Density Residential / Public Facility	22.75	20.98
<b>51</b>	10806002A	City of Flagstaff	High Density Residential	14.98	13.12

**Site 50** is known as the Brannen site. The site is located south of the main Flagstaff core, east of NAU, and is bounded by South Lone Tree Road to the west. This site is primarily zoned Medium Density Residential, with Public Facility zoning applied to some open space within the development. There is also a community center for the neighborhood located on site. Currently, there are approximately 127 units on the site, and the City aims to redevelop the site to have around 260 units. It should be verified whether rezoning to High Density Residential will be necessary to accomplish the desired increase in density on the site.

The Sinclair Wash and Rio de Flag are very close to the site, but most of the floodplain areas associated with these drainages are located outside of the Opportunity Site boundaries, so they would not be expected to have impacts on development potential. Stormwater impacts may need to be studied, as the potential future development would likely have a much larger impervious area.

The site is mostly served by existing 6-inch water and sewer mains, with some 8-inch mains and some 4-inch mains. Some infrastructure may need to be replaced with larger mains as the minimum size pipes for new development is typically 8 inches, plus the development will be a much higher intensity use. A WSIA will likely be required due to the project size.

**Figure 35: Opportunity Site 50 Detail**

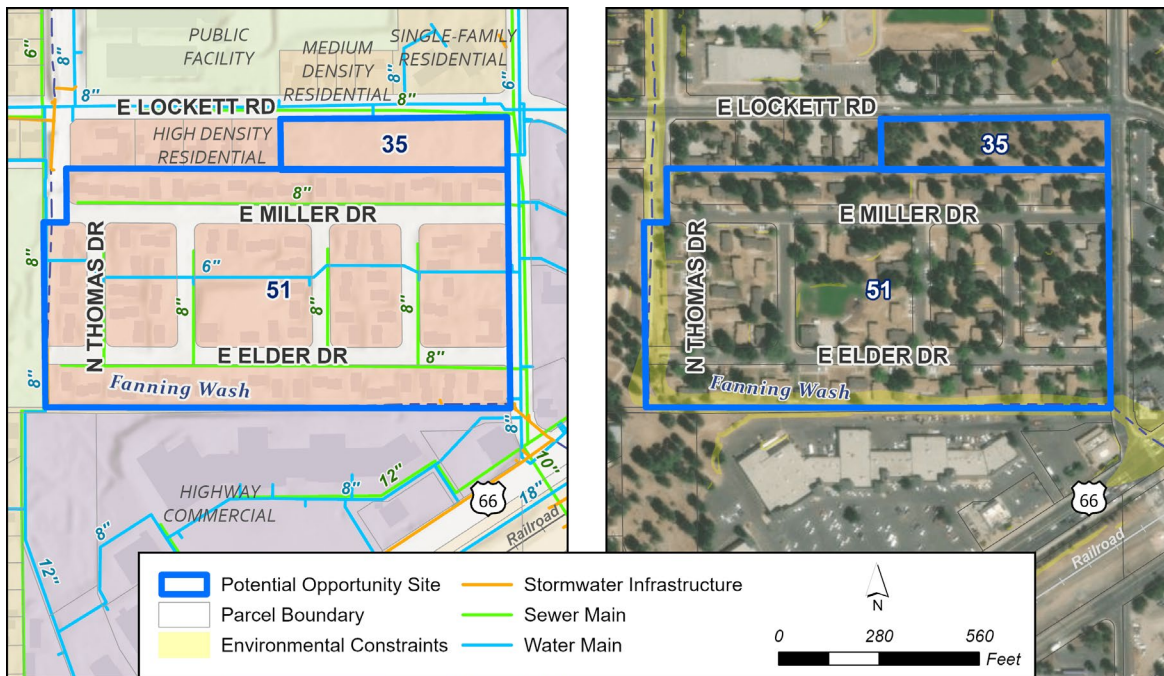


**Site 51** is known as the Siler site. The site is located in east Flagstaff, directly south of Opportunity Site 35 and west of Fanning Drive (near the northwest corner of Fanning and Route 66). This site is zoned High Density Residential and is anticipated to accommodate the goal number of units without a rezone. Currently, there are approximately 100 units in the development, and the City aims to redevelop the site to have around 200 units.

The Fanning Wash and associated floodplain area flanks the site's west and south, but this is not anticipated to have impacts on development potential. Stormwater impacts may need to be studied, as the potential future development (combined with future development on Site 35 to the north) would likely have a much larger impervious area.

The site is mostly served by existing 6-inch water mains and 8-inch sewer mains, extending from 8-inch water and sewer mains running north-south to the east and west of the property. Some infrastructure may need to be replaced with larger mains as the minimum size pipes for new development is typically 8 inches, plus the development will be a much higher intensity use. A WSIA will likely be required due to the project size.

**Figure 36: Opportunity Site 51 Detail**



## **5.0 INFRASTRUCTURE GAP ANALYSIS**

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### **5.1 Analysis Purpose**

Opportunity Sites were identified for further study due to their potential to be developed or redeveloped for residential development in support of the City's housing production, affordability, and sustainability goals. These goals can be summarized as follows:

- More housing, especially of diverse types and prioritizing both income-restricted affordable and lower cost ("attainable") market-rate housing
- Walkable and transit-oriented development, including mixed use and infill development

Some of the Opportunity Sites were specifically selected because they have already been the subject of development planning efforts. Other Opportunity Sites were selected because they represent large vacant or underutilized tracts of land that have significant potential for residential yield, but due to their remote location, ownership status, or other challenges, have not received development interest to this date. This analysis helps illuminate the primary infrastructure and other constraints for different types of sites and identifies the development inputs necessary to achieve residential capacity needed in the City.

### **5.2 Infrastructure Data Collection**

In order to assess the infrastructure available to serve the Opportunity Sites, the consultant conducted a thorough review of GIS data and created a composite summary. Information for all of the opportunity sites was collected in a spreadsheet, which is included in Appendix 2. Further details of the data collection process are discussed below.

The consultant team compiled water, sewer, and stormwater infrastructure GIS data into online maps to allow individual site review for utility infrastructure type, size, material, age, and proximity when available. These observations are also compiled in the spreadsheet in Appendix 2. City Development Engineering and other staff assisted with reviewing the information collected and providing supplemental information.

The consultant team also reviewed maps and on-site conditions and discussed any relevant vehicular access and traffic capacity considerations with City staff. The Mountain Line transit system map was reviewed in relation to the Opportunity Sites to identify which can currently be considered transit accessible, which might become transit-friendly, and which may be less likely to have nearby access to transit. Neighborhood viability for active modes of transportation was also considered based on development patterns and the Flagstaff Urban Trail System (FUTS), and any observations were documented in the spreadsheet.

Otherwise, City staff comments from the interactive Opportunity Site selection map or other discussions were collected alongside consultant team miscellaneous site observations. These were compiled in the last column of the spreadsheet in Appendix 2.





*Photo: Opportunity Site 34, a City-owned parcel for which the City has already invested in constructing utility connections to serve future development on the site.*

### **5.3 Assessing Opportunity Site Readiness**

Utility and other infrastructure and site preparation needs vary widely across the 51 Opportunity Sites. The existing infrastructure and potential challenges or needs are summarized for each site in the spreadsheet in Appendix 2. In this section of the report, the infrastructure and other site characteristics are further summarized with criteria to assess their “opportunity level” and their “infrastructure readiness level.”

Opportunity Sites ideally either currently have great potential for residential development or could have great potential for residential development but for some infrastructure gaps that can be addressed. Therefore, this two-part scoring analysis seeks to establish the development likelihood and potential residential yield of development of an Opportunity Level and then assess the readiness of the utility and other infrastructure serving the site, highlighting any gaps and improvements that might be necessary to help spur development.

Finally, the combined “opportunity levels” and “infrastructure readiness levels” can be used by the City to identify and prioritize actions that can be taken to encourage housing development on the Opportunity Sites.

*For example,*

- If a site offers high-level opportunity (such as the potential for dozens or even hundreds of units), but...
  - The site has major infrastructure gaps and will require significant improvements to bring it up to “infrastructure readiness” (such as no water and sewer connections nearby)...
    - The City may decide that the high opportunity level warrants conducting schematic master planning and prioritizing infrastructure investments to relieve barriers to housing development on the Opportunity Site.

*On the other hand,*

- If a site has a medium “opportunity level” (perhaps it has the advantage of being City-owned, but it is a small site that could only yield a few units), but...
  - The site has a high “infrastructure readiness” level (fully served by all utilities with good access to all modes of transportation)...
    - The City may also decide to work on master planning, rezoning, and other mechanisms to prioritize the development readiness of the Opportunity Site, as the site could be considered “low-hanging fruit” that could become additional housing units in the future.

Prioritized sites and their specific infrastructure gaps may be recommended for potential City capital facilities needs or partnership opportunities to investigate with private developers.

5.3.1 Site Opportunity Level

Opportunity sites can score at one of three levels, ranging from highest potential residential yield to lowest, and from highest likelihood of development that would align with City affordability and sustainability goals to the least likely.

For reference, current residential yield assumptions based on zoning code and typical resulting developments are as follows:

**Table 20: Residential Density Assumptions from Current Zoning**

Current Zone	Average Density (dwelling unit per acre) <sup>21</sup>	Maximum Density (dwelling unit per acre) <sup>22</sup>
High Density Residential	29	29
Commercial Zones	29	29
Medium Density Residential	14	14
Manufactured Housing	11	11
Public Facility	6	6
Residential Single Family	6	6
Rural Residential / Estate Residential	1	1

Opportunity Sites that are already zoned for High Density Residential are on the higher end of the “Opportunity Level” spectrum, since they have the greatest potential number of units per acre and are likely to follow a development pattern that is walkable and transit-friendly. The same applies to Commercial zones, which allow the same residential density as High Density Residential be incorporated into mixed-use developments.

Medium Density Residential is also on the higher end of the opportunity spectrum, as this zone may bring on “gentle density,” contributing to housing type diversity that could serve middle incomes well. Similarly, Manufactured Housing could provide single-family living opportunities at a more affordable price point and denser, more sustainable development pattern.

Single Family, Rural, and Estate Residential (along with Public Facility zoning) are not typically expected to bring significant residential yield. Development patterns in these zones have not typically been consistent with City housing production, affordability, and sustainability goals due to their low overall density and lack of diversity in housing types. However, there may be greater opportunity to allow higher densities and a wider variety of housing types in the Single-Family Zone, which currently allows up to 6 units per acre, a significantly higher density than the Rural and Estate Residential Zones.

Many of the largest Opportunity Sites are also currently zoned for the lowest density. Depending on ownership interest and support from the Regional Plan, rezoning to a higher density may be a possibility to increase potential residential yield. Otherwise, large tracts of low-density zoning may still be considered “Medium” opportunity level since they can produce so many units, even if relatively spread out. While not as sustainable, these higher-end housing opportunities are still useful for housing-strained Flagstaff, as housing of all types is in low supply.

<sup>21</sup> Calculated by Cascadia Partners’ Regional Plan team.

<sup>22</sup> Calculated by Cascadia Partners’ Regional Plan team.

The dwelling units per acre in the table above are provided for reference only. For the purpose of the Opportunity Level analysis below, site area is referenced instead. Likelihood of relative residential yield is qualitatively considered based on location and current development patterns. This is because the zoning district may be subject to change depending on redevelopment plans. Also, the concurrent Code Analysis Project may make recommendations for code changes that alter residential unit / density allowance, further shifting assumptions about possible development yield.

**Table 21: Opportunity Levels Key**

Opportunity Level	
<b>High</b>	<p>Significant potential residential yield (based on qualitative assessment of current zoning and site size).  <i>AND/OR</i>                      Development that is likely to occur would be consistent with City affordability and sustainability goals.</p>
<b>Medium</b>	<p>Moderate potential residential yield (based on qualitative assessment of current zoning and site size).  <i>AND/OR</i>                      Development that is likely to occur would be somewhat consistent with City affordability and sustainability goals.</p>
<b>Low</b>	<p>Limited potential residential yield (based on qualitative assessment of current zoning and site size).  <i>AND/OR</i>                      Development would likely not be consistent with City affordability and sustainability goals.</p>



**Table 22: Opportunity Site Assessment: Opportunity Level**

Site, Score	Owner	Current Zone	Total Acres (Unconstrained Acres*)	Justification
<b>1</b> High	City	Highway Commercial & Central Business	0.74 (0.0*)	<ul style="list-style-type: none"> <li>Currently low-utilization surface parking lot in dense downtown area</li> <li>Several adjacent City-owned parcels included in the site</li> <li>City is interested in pursuing a mixed-use development, and high density residential is already allowed by commercial zones</li> <li>If Sites 2-5 are interested in potential redevelopment, likely as public-private partnership as envisioned in DFVAP, there could be an opportunity to create structured parking for the area</li> </ul>
<b>2</b> Medium	Private	Central Business	0.46 (0.0*)	<ul style="list-style-type: none"> <li>Existing high-utilization surface parking lot associated with hotel across the street, but could be replaced with structured parking serving the broader area and mixed-use development as envisioned in DFVAP. Even if Sites 3-5 not interested in redevelopment, the combination of 1 and 2 would be a significant area for development opportunity by downtown standards</li> <li>High density residential is already allowed in mixed-use development, and located in dense downtown area</li> <li>However, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>3</b> Low	Private	Highway Commercial	0.23 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but this is a very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest for the individual site, and maximum yield on this site is relatively minimal</li> </ul>
<b>4</b> Low	Private	Highway Commercial	0.18 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>5</b> Low	Private	Highway Commercial	0.2 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but this is a very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP City staff was not aware of current redevelopment interest for the individual site, and maximum yield on this site is relatively minimal</li> </ul>
<b>6</b> Medium	Private	Central Business	0.92 (0.0*)	<ul style="list-style-type: none"> <li>Existing larger commercial development (bank). Building would need to be demolished, and parking replaced with structured parking</li> </ul>

				<ul style="list-style-type: none"> <li>High density residential is already allowed in mixed-use development, and larger lot for downtown densely developed area</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Sites 7 and 8, could have significant potential residential yield</li> </ul>
<b>7</b> Medium	Private	Central Business	0.9 (.05*)	<ul style="list-style-type: none"> <li>Existing larger commercial development (bank). Building would need to be demolished, and parking replaced with structured parking</li> <li>High density residential is already allowed in mixed-use development, and larger lot for downtown densely developed area</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Sites 6 and 8, could have significant potential residential yield</li> </ul>
<b>8</b> Medium	Private	Central Business	0.45 (0.45*)	<ul style="list-style-type: none"> <li>Existing larger commercial development (bank). Building would need to be demolished, and parking replaced with structured parking</li> <li>High density residential is already allowed in mixed-use development, and located in densely developed downtown area</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Sites 6 and 7, could have significant potential residential yield</li> </ul>
<b>9</b> Medium	City	Central Business	0.48 (0.45*)	<ul style="list-style-type: none"> <li>Existing City-owned building with long-term lease to theatre company; building would need to be demolished</li> <li>More feasible if City goes through with idea to construct an arts center elsewhere – otherwise could experience pushback on redevelopment. If this occurs, the City has a substantial amount of control to define what can develop on the site</li> <li>High density residential is already allowed in mixed-use development, and located in dense downtown</li> </ul>
<b>10a</b> High	County	Central Business	0.97 (0.92*)	<ul style="list-style-type: none"> <li>Existing County site. Building(s) would need to be demolished, and parking replaced (presumably) with structured parking. However, redevelopment could still include County uses, and City could collaborate with County to consider mixed-use development on its downtown Flagstaff parcels</li> <li>High density residential is already allowed in mixed-use development, larger lot for downtown, and located in densely developed downtown area</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Sites 10b and 10c, could have significant residential yield</li> </ul>
<b>10b</b> High	County	Community Commercial	0.44 (0.38*)	<ul style="list-style-type: none"> <li>Existing County site. Building(s) would need to be demolished, and parking replaced in structured parking. However, redevelopment could still include County uses, and City could collaborate with County to consider mixed-use development on its downtown Flagstaff parcels</li> <li>High density residential is already allowed in mixed-use development, and located in densely developed downtown area</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Sites 10a and 10c, could have significant residential yield</li> </ul>

<b>10c</b> High	County	Central Business	1.03 (1.03*)	<ul style="list-style-type: none"> <li>Existing County site. Building(s) would need to be demolished, and parking replaced in structured parking. However, redevelopment could still include County uses, and City could collaborate with County to consider mixed-use development on its downtown Flagstaff parcels</li> <li>High density residential is already allowed in mixed-use development, larger lot for downtown, and located in densely developed downtown area</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Sites 10a and 10b, could have significant residential yield</li> </ul>
<b>11</b> Low	Private	Central Business	0.25 (0.25*)	<ul style="list-style-type: none"> <li>Existing surface parking lot, which may be considered underutilized given location in core of dense downtown area. However, parking may need to be replaced elsewhere or in structured parking if lot is redeveloped</li> <li>High density residential is already allowed in mixed-use development, but the site is a very small lot</li> <li>Adjacent to a Catalytic Project in DfVAP, but City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>12</b> Low	USPS	Central Business	0.61 (0.61*)	<ul style="list-style-type: none"> <li>Existing post office and surface parking, which may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> <li>Special barriers to redevelopment may exist due to this being USPS-owned</li> </ul>
<b>13</b> Low	Private	Central Business	0.31 (0.31*)	<ul style="list-style-type: none"> <li>Existing surface parking lot, which may be considered underutilized given location in core of dense downtown area. However, parking may need to be replaced elsewhere or in structured parking if lot is redeveloped</li> <li>High density residential is already allowed in mixed-use development, but site is a small lot</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>14a</b> High	Private	Central Business	0.46 (0.46*)	<ul style="list-style-type: none"> <li>The site has a private owner and is the location of a car dealership business that, through market forces, may seek to locate outside of the downtown area. This would free up Sites 14a-14d for redevelopment such as envisioned in the Catalytic Project in DfVAP</li> <li>High density residential is already allowed in mixed-use development in dense downtown area</li> <li>Several adjacent sites – offers flexibility for planning future mixed-use development that could include multiple housing types</li> </ul>
<b>14b</b> High	Private	Central Business	1.63 (1.63*)	<ul style="list-style-type: none"> <li>The site has a private owner and is the location of a car dealership business that, through market forces, may seek to locate outside of the downtown area. This would free up sites 14a-14d for redevelopment such as envisioned in the Catalytic Project in DfVAP</li> <li>High density residential is already allowed in mixed-use development in dense downtown area</li> <li>Several adjacent sites – offers flexibility for planning future mixed-use development that could include multiple housing types</li> </ul>

<b>14c</b> High	Private	Central Business	0.69 (0.67*)	<ul style="list-style-type: none"> <li>The site has a private owner and is the location of a car dealership business that, through market forces, may seek to locate outside of the downtown area. This would free up sites 14a-14d for redevelopment such as envisioned in the Catalytic Project in DfVAP</li> <li>High density residential is already allowed in mixed-use development in dense downtown area</li> <li>Several adjacent sites – offers flexibility for planning future mixed-use development that could include multiple housing types</li> </ul>
<b>14d</b> High	Private	Central Business	1.51 (1.38*)	<ul style="list-style-type: none"> <li>The site has a private owner and is the location of a car dealership business that, through market forces, may seek to locate outside of the downtown area. This would free up sites 14a-14d for redevelopment such as envisioned in the Catalytic Project in DfVAP</li> <li>High density residential is already allowed in mixed-use development in dense downtown area</li> <li>Several adjacent sites – offers flexibility for planning future mixed-use development that could include multiple housing types</li> </ul>
<b>15</b> Low	Private	Central Business	0.15 (0.15*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but the site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>16</b> Low	Private	Central Business	0.23 (0.23*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>17</b> Low	Private	Central Business	0.3 (0.3*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>18</b> Low	Private	Central Business	0.18 (0.15*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DfVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>19</b> Low	Private	Central Business	0.13 (0.1*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> </ul>



				<ul style="list-style-type: none"> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>20</b> Medium	City	Commercial Service	1.3 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in Southside / adjacent to dense downtown area</li> <li>City-owned, but currently leased to business or businesses. Implications of lease(s) would need to be determined before considering demolishing building for redevelopment</li> <li>Potential historical significance of building, but City believes likely not an issue – would need further research</li> <li>High density residential is already allowed in mixed-use development, and larger lot for downtown, but a portion may be unbuildable for vertical development due to impacts of the RDF project</li> <li>Adjacency to railroad could impact affordable housing funding opportunities that the City could consider pursuing</li> </ul>
<b>21</b> Medium	City	Commercial Service	0.82 (0.82*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in Southside / adjacent to dense downtown area</li> <li>City-owned, but currently leased to business or businesses. Implications of lease(s) would need to be determined before considering demolishing building for redevelopment</li> <li>Potential historical significance of building, but City believes likely not an issue – would need further research</li> <li>High density residential is already allowed in mixed-use development, and larger lot for downtown, but a portion may be unbuildable for vertical development due to impacts of the RDF project</li> <li>Adjacency to railroad could impact affordable housing funding opportunities that the City could consider pursuing</li> </ul>
<b>22</b> Medium	Private	Community Commercial	0.56 (0.56*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in Southside / adjacent to dense downtown area</li> <li>High density residential is already allowed in mixed-use development</li> <li>City staff was not aware of current redevelopment interest. However, may be overparked – could be potential for the portion of the lot without a building to redevelop</li> </ul>
<b>23</b> Low	Private	Commercial Service	0.21 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>24</b> Medium	Private	Commercial Service	0.53 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building(s) would need to be demolished</li> <li>High density residential density is already allowed in mixed-use development</li> <li>Two smaller lots combined to make up Site 24 – the common owner could decide to redevelop both lots</li> </ul>

				<ul style="list-style-type: none"> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Site 25 (which is also rated Medium Opportunity Level) or others, could have significant potential residential yield</li> </ul>
<b>25</b> Medium	Private	Community Commercial & Commercial Service	0.92 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building(s) would need to be demolished</li> <li>High density residential is already allowed in mixed-use development</li> <li>Four smaller lots combined to make up Site 25 – the common owner could decide to redevelop multiple lots</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest. However, especially if redeveloped with adjacent Site 24 (which is also rated Medium Opportunity Level) or others, could have significant potential residential yield</li> </ul>
<b>26</b> Low	Private	Community Commercial	0.29 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development, which may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>27</b> Low	Private	Community Commercial	0.39 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is a very small lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>28</b> Low	Private	Community Commercial	0.12 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but very small site that is only a portion of an existing lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>29</b> Low	Private	Community Commercial	0.19 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> <li>High density residential is already allowed in mixed-use development, but site is very small and is only a portion of an existing lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>30</b> Low	Private	Community Commercial	0.49 (0.0*)	<ul style="list-style-type: none"> <li>Existing low-rise commercial development with parking, may be considered underutilized given location in core of dense downtown area. Building would need to be demolished</li> </ul>

				<ul style="list-style-type: none"> <li>High density residential is already allowed in mixed-use development, but very small site that is only a portion of an existing lot</li> <li>Despite inclusion in Catalytic Project in DFVAP, City staff was not aware of current redevelopment interest, and maximum yield on this site is relatively minimal</li> </ul>
<b>31</b> High	City	Highway Commercial	1.95 (1.89*)	<ul style="list-style-type: none"> <li>City-owned site, is cleared and prepared for development</li> <li>High density residential is already allowed in mixed-use development</li> <li>Already designated for affordable housing, and there was a proposal made in the past. Building height issues arose in that RFP process, but with new energy around facilitating housing development, could / should be different this time around</li> <li>Across the street from shopping and employment center, ample transportation opportunities. Not far from downtown or NAU</li> </ul>
<b>32</b> Medium	City	Public Facility	4.46 (4.41*)	<ul style="list-style-type: none"> <li>Vacant property, City-owned and adjacent to existing public housing development – interest in development as more affordable housing</li> <li>However, several challenges for development on this site, mostly based on its Public Facility status and location adjacent to a park (see Appendix 2)</li> <li>Limited potential residential yield with current zoning, but since City-owned and if challenges tied to property can be overcome, could consider rezoning to allow higher density than is currently allowed</li> </ul>
<b>33</b> High	County	Single-Family Residential	56.81 (51.76*)	<ul style="list-style-type: none"> <li>Vacant property, County-owned and adjacent to major corridor which has other relatively high-density housing along it (in spite of topography challenges)</li> <li>Zoning is currently single family, but since publicly owned, the City may be able to work with the County to encourage a rezone to allow higher density similar to other developments along the corridor</li> <li>Relatively large site that is already well-connected to town</li> </ul>
<b>34</b> High	City	Medium Density Residential	3.08 (3.08*)	<ul style="list-style-type: none"> <li>Vacant property, City-owned and already designated and prepared for public housing development</li> <li>Farther from town, but on well-connected intersection and already zoned for Medium-Density Residential – good opportunity for “gentle density”</li> <li>Some neighbor resistance to townhouse development on this site in the past, but great opportunity site</li> </ul>
<b>35</b> High	City	High Density Residential	2.09 (2.09*)	<ul style="list-style-type: none"> <li>Vacant property, City-owned and already designated for public housing development and High-Density Residential</li> <li>Located in mixed-density East Flagstaff neighborhood near major roads and employment centers, adjacent to existing public housing to the south on Site 51</li> <li>Development on this site is needed to enable redevelopment to increase density on Site 51, so this is a priority for the City</li> </ul>
<b>36</b> High	NAIPTA	High Density Residential	5.31 (5.21*)	<ul style="list-style-type: none"> <li>Vacant property and already designated for public housing development and High Density Residential</li> <li>Owned by NAIPTA (Mountain Line), but they are interested in selling and City is interested in buying for affordable housing development – this sale is likely</li> <li>Located in mixed-density East Flagstaff neighborhood near major roads and employment centers, near other public housing sites</li> </ul>

				<ul style="list-style-type: none"> <li>Relatively large site for High Density Residential, so there is an opportunity for many units on this site</li> </ul>
<b>37</b> Medium	Private	Rural Residential	225.12 (161.49*)	<ul style="list-style-type: none"> <li>Privately owned vacant land that is already in the process of developing in phases as low-density single-family subdivisions organized with cul-de-sac style pattern</li> <li>Because already in the process of development and the number of units and density has been determined, it is unlikely that additional residential yield can be realized</li> <li>Large tract of land means lots of opportunity for many more homes for higher income groups, but not particularly conducive to transit or active modes of transportation</li> <li>However, north of the wash through the property could potentially be platted out and rezoned to allow more density closer to the highway – therefore can be considered “medium” opportunity level</li> </ul>
<b>38</b> High	City	Manufactured Housing	27.03 (26.47*)	<ul style="list-style-type: none"> <li>Vacant City-owned property adjacent to the already-developed portion of the JWP corridor</li> <li>Already designated for medium density Manufactured Housing zone, and due to City ownership, there may be zoning flexibility in the future</li> <li>Current zone allows manufactured or site-built development</li> </ul>
<b>39</b> Medium	State Trust	Rural Residential	404.40 (370.36*)	<ul style="list-style-type: none"> <li>Vacant land that is owned by the State Trust but in the process of being sold in phased pieces to a private developer</li> <li>Developer has started planning phases of low-density single-family subdivisions</li> <li>More than double the size of Site 37, so there are even more opportunities, and not all phases have been planned yet</li> <li>Large tract of land means lots of opportunity for many more homes for higher income groups under current zoning, but not particularly conducive to transit or active modes of transportation</li> <li>Given that development plans are not as far along as those for Site 37, potential future code or Regional Plan ideas may be able to influence future development patterns in future phases to be more sustainable in layout and/or consider a variety of housing types beyond large lot single family</li> </ul>
<b>40</b> Medium	Private	Rural Residential	80.99 (74.33*)	<ul style="list-style-type: none"> <li>Privately owned vacant land</li> <li>Currently no plans for development</li> <li>Large tract of land means lots of opportunity for many more homes for higher income groups under current zoning, but not particularly conducive to transit or active modes of transportation</li> <li>Given that development plans are not as far along as for some other JWP area sites, potential future code or Regional Plan ideas may be able to influence development patterns to be more sustainable in layout and/or consider a variety of housing types beyond large lot single family</li> </ul>
<b>41</b> Medium	Private	Estate Residential	39.78 (33.30*)	<ul style="list-style-type: none"> <li>Privately owned vacant land</li> <li>Currently no plans for development</li> <li>Large tract of land means lots of opportunity for many more homes for higher income groups under current zoning, but not particularly conducive to transit or active modes of transportation</li> </ul>



				<ul style="list-style-type: none"> <li>Given that development plans are not as far along as for some other JWP area sites, potential future code or Regional Plan ideas may be able to influence development patterns to be more sustainable in layout and/or consider a variety of housing types beyond large lot single family</li> </ul>
<b>42</b> High	State Trust	Rural Residential	434.26 (431.23*)	<ul style="list-style-type: none"> <li>Very large vacant tract of land owned by State Trust</li> <li>City could coordinate with Trust on "highest and best use" of property going in the direction of more affordable and sustainable housing production. Could discuss possibility of rezone to higher density residential that could then influence what development proposals are possible on the property</li> <li>Of the State Trust sites, this may be best situated related to other development to develop sooner and make a case for higher density than likely low-density single-family that would occur otherwise</li> </ul>
<b>43</b> Medium	State Trust	Rural Residential	643.28 (604.22*)	<ul style="list-style-type: none"> <li>Very large vacant tract of land owned by State Trust</li> <li>City could coordinate with Trust on "highest and best use" of property going in the direction of more affordable and sustainable housing production. Could discuss possibility of rezone to higher density residential that could then influence what development proposals are possible on the property</li> <li>Of the State Trust sites, this may be second-best situated related to other development to develop sooner and make a case for higher density than likely low-density single-family that would occur otherwise</li> <li>Location is more tucked away deep in a single-family neighborhood as compared to Site 42, but better situated than Sites 44 or 45</li> </ul>
<b>44</b> Low	State Trust	Rural Residential	166.67 (158.24*)	<ul style="list-style-type: none"> <li>Very large vacant tract of land owned by State Trust</li> <li>City could coordinate with Trust on "highest and best use" of property going in the direction of more affordable and sustainable housing production. Could discuss possibility of rezone to higher density residential that could then influence what development proposals are possible on the property</li> <li>Location is challenging, and it would be difficult to envision higher density housing on this location at this point. Development would likely be far in the future</li> </ul>
<b>45</b> Low	State Trust	Rural Residential	538.24 (501.4*)	<ul style="list-style-type: none"> <li>Very large vacant tract of land owned by State Trust</li> <li>City could coordinate with Trust on "highest and best use" of property going in the direction of more affordable and sustainable housing production. Could discuss possibility of rezone to higher density residential that could then influence what development proposals are possible on the property</li> <li>Location is challenging, and it would be difficult to envision higher density housing on this location at this point. Development would likely be far in the future</li> </ul>
<b>46</b> Low	National Forest	Public Facility & Public Lands Forest	25.54 (25.53*)	<ul style="list-style-type: none"> <li>Fairly large area of undeveloped land owned by USFS that may be able to be leased for residential development through renewal of the 2018 Farm Bill</li> <li>City has Right of First Refusal for leases and could pursue affordable housing development</li> <li>Most remote of the USFS sites included in analysis, and current zoning may be a challenge to achieving higher-density housing that is desired</li> </ul>

<b>47</b> Medium	National Forest	Single-Family Residential	10.87 (10.48*)	<ul style="list-style-type: none"> <li>Fairly large area of undeveloped land owned by USFS that may be able to be leased for residential development through renewal of the 2018 Farm Bill</li> <li>City has Right of First Refusal for leases and could pursue affordable housing development</li> <li>Located in East Flagstaff which has a mix of housing types and may support more dense affordable housing. However, current zoning is single-family so a rezone may be needed to achieve desired density and would introduce more risk to potential development</li> </ul>
<b>48</b> High	National Forest	Single-Family Residential & High Density Residential	25.69 (19.44*)	<ul style="list-style-type: none"> <li>Fairly large area of undeveloped land owned by USFS that may be able to be leased for residential development through renewal of the 2018 Farm Bill</li> <li>City has Right of First Refusal for leases and could pursue affordable housing development</li> <li>Part of site is zoned for Single-Family, but part is High Density, so it may be feasible to rezone to be all High Density. Site already appears to contain USFS dormitories, so development could be an expansion of an existing similar use on the property</li> <li>Near Flagstaff Housing Authority public housing in west Flagstaff, in advantageous location that is not far from downtown</li> </ul>
<b>49</b> High	National Forest	Rural Residential	19.15 (17.3*)	<ul style="list-style-type: none"> <li>Fairly large area of undeveloped land owned by USFS that may be able to be leased for residential development through renewal of the 2018 Farm Bill</li> <li>City has Right of First Refusal for leases and could pursue affordable housing development</li> <li>Current zoning is Rural Residential, so a rezone would likely be needed to allow higher density, but this is likely to be supported due to the location adjacent to High Density Residential to the north and Medium Density Residential to the east, Public Facility to the south and a major road corridor to the west</li> </ul>
<b>50</b> High	City	Medium Density Residential & Public Facility	22.75 (20.98*)	<ul style="list-style-type: none"> <li>Currently developed as City public housing</li> <li>City has plans to redevelop at higher density, which appears to already be allowed under current zoning provided HOH or other restrictions do not limit development potential</li> <li>Not very near term as other public housing needs to develop first so that it can be used to house current residents of this site, but definitely in Flagstaff Housing Authority's future plans</li> </ul>
<b>51</b> High	City	High Density Residential	14.98 (13.12*)	<ul style="list-style-type: none"> <li>Currently developed as City public housing</li> <li>City has plans to redevelop at higher density, which appears to already be allowed under current zoning provided HOH or other restrictions do not limit development potential</li> <li>Not very near term as other public housing needs to develop first so that it can be used to house current residents of this site, but definitely in Flagstaff Housing Authority's future plans</li> </ul>

\* For the purpose of this analysis, currently constrained acreage associated with areas that are likely to no longer be located within the 100-year floodplain following the Rio de Flag drainage improvement project have been adjusted to reflect likely future conditions.

For example, a 0.25-acre parcel entirely within the floodplain would show as 0 unconstrained acres in the spreadsheet in Appendix 2, but since it will likely no longer be located in the floodplain in the future, it is listed as 0.25 unconstrained acres in the table above. The asterisks denote properties that have been adjusted for this reason.

### 5.3.2 Infrastructure Readiness Level

To provide perspective on the relative “readiness” of Opportunity Sites to accommodate residential development, the sites have been categorized by one of three levels, ranging from highest degree of “infrastructure readiness” to lowest. For the purpose of this analysis, water and sewer utility infrastructure, vehicular access, and transit and active transportation modes access were considered in order to assign an overall “infrastructure readiness.” Where the consultant team was able to obtain information from existing sources regarding the available capacity of existing utility and road infrastructure for development, this information has been documented and reported in this section and in Appendix 2. Where unavailable, the consultant team has relied on a detailed review of GIS data for an analysis of proximity and accessibility of sites to primary utility and road infrastructure surrounding the opportunity sites, along with additional commentary provided by City staff.

It is important to note that under current City code, projects that exceed the equivalent flows of 10 single-family homes require a Water Sewer Impact Analysis (WSIA).<sup>23</sup> The WSIA may identify additional capacity deficiencies on a case-by-case basis depending on the City’s computerized water or sewer network model. Without a close look at the models for each site and specific numbers of units anticipated, it can be difficult to say whether there is adequate capacity to connect without upsizing mains. For now, a review of current pipe sizes was completed to provide a high-level assessment of the relative serviceability and proximity of the site to infrastructure. For example, new development is not permitted to connect to mains smaller than 8 inches, so existing infrastructure that is less than the minimum will trigger more extensive off-site improvements to service the property and contribute to a lower “infrastructure readiness” level. Additional notes beyond what is provided in Table 24 below are provided in the Opportunity Sites spreadsheet in Appendix 2.

Under the City’s current Transportation Impact Analysis (TIA) manual, a TIA is required for Site Plans, Rezones, General Plan Amendments, and Preliminary Plats.<sup>24</sup> TIAs are required for all new developments or expansions of existing developments generating at least 100 peak hour trips (sometimes also the lower-generating sites if there are other concerns). Many of the opportunity site developments could be expected to require TIAs. However, the TIA process is a lengthy and time-consuming process beyond the scope of what is feasible for a broadscale study such as this. So, this report provides findings of possible mitigation only where City staff have indicated any known and/or previously identified system liabilities that are expected to need a remedy with a particular project. Otherwise, transportation adequacy was evaluated more generally with this study and was assessed based on proximity of sites to existing and planned transportation infrastructure.

Transportation infrastructure readiness goes beyond TIA and road network related considerations. In support of the City’s carbon neutrality goals that prioritize transit and active transportation modes, sites that are located close to existing transit and/or trail networks are considered to be a higher level of readiness than sites that are more remote, do not have convenient access to these more sustainable modes of transportation, and are challenged to obtain access due to their remote location. Additional information about general transportation infrastructure status is provided in the Opportunity Sites spreadsheet in Appendix 2.

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<sup>23</sup> See City Code 13-05-002-0001 and 0002 for more information on WSIA.

<sup>24</sup> City TIA Manual, page 3.

**Table 23: Infrastructure Readiness Levels Key**

Infrastructure Readiness Level	
<b>High</b>	<p>Water and sewer utilities are directly accessible to the site, minimizing the potential need for offsite improvements (such as upsizing mains or pipe relocations).</p> <p><i>AND</i></p> <p>Site is well-connected to all modes of transportation, or planned system improvements will connect the site in the future. Supports transit and active modes of transportation.</p>
<b>Medium</b>	<p>Water and/or sewer utilities are partially accessible to the site, and some off-site utility improvements (such as new extensions, upsizing mains, or pipe relocations) will be required.</p> <p><i>AND/OR</i></p> <p>Site is at least partially connected to an existing primary transportation route, or planned system improvements will connect the site in the future. May have moderate access to transit and active modes of transportation.</p>
<b>Low</b>	<p>Water and/or sewer utilities are not available to the site, and significant offsite improvements (such as new extensions, upsizing mains, or pipe relocations) will be required. These may be extensive and costly.</p> <p><i>AND/OR</i></p> <p>Site has a major lack of convenient and sustainable access.</p>



**Table 24: Opportunity Site Assessment: Infrastructure Readiness Level**

Site, Score	Water & Sewer*	Vehicular Access	Transit & Active Modes Access	Justification
<b>1</b> High	Infrastructure meeting minimum size requirements** is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>2</b> High	Infrastructure meeting minimum size requirements is directly accessible, but if developing individually may need sewer improvements that could involve new extensions to serve the segregated site	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• Transportation access likely outweighs potential need for utility improvements</li> </ul>
<b>3</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>4</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access is available. However, note that site currently has no direct vehicular access. Access to Route 66 is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>5</b> Medium	Infrastructure meeting minimum size requirements is directly accessible. Note that storm infrastructure traverses surface parking area, which would likely require relocation.	Direct network access. Note that site currently has no direct vehicular access to a street other than Route 66, which is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness To be determined if transportation access and utility readiness outweighs potential need for storm infrastructure relocation</li> </ul>
<b>6</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> </ul>
<b>7</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>8</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>

<b>9</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>10a</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but may require sewer improvements	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>10b</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but may require sewer improvements	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>10c</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but may require sewer relocation (currently traverses surface parking area, as does stormwater)	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• Transportation access may not outweigh likely need for utility relocations</li> </ul>
<b>11</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access.	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>12</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but may require sewer relocation (currently traverses surface parking area, as does stormwater)	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs likely need for utility relocations</li> </ul>
<b>13</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>14a</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>14b</b> Medium	Infrastructure meeting minimum size requirements is directly accessible. Note that storm infrastructure traverses surface parking area, which would likely require relocation.	Direct network access. Note that Route 66 access is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access and utility readiness outweigh likely need for storm infrastructure relocation</li> </ul>

<b>14c</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>14d</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access. Note that Route 66 access is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>15</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access. Note that Route 66 access is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>16</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access. Note that site currently has direct vehicular access to a street other than Route 66, which is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>17</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access. Note that Route 66 access is typically strictly controlled by ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>18</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>19</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access. Note that Route 66 access is typically strictly controlled by ADOT. This could be challenging for development on this site other access available is one-way to the north.	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>20</b> Medium	Sewer infrastructure meeting minimum size requirements is directly accessible, but water will need to be upsized. Note that RDF box culvert will travel along north property line and may impact buildable area	Direct network access. Adjacent to railroad vehicular crossing and unclear if this would negatively impact access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>21</b> High	Infrastructure meeting minimum size requirements is directly accessible. Note that RDF box culvert will travel along north property line and	Direct network access. Adjacent to railroad vehicular crossing and unclear if this would negatively impact access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>

	may impact buildable area			
<b>22</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>23</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>24</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>25</b> Medium	Sewer infrastructure meeting minimum size requirements is directly accessible, but water may need to be upsized. Note that sewer runs through the site along one of the internal property lines, so a larger development may require relocation of the main into an adjacent ROW	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements and/or relocations</li> </ul>
<b>26</b> Medium	Sewer infrastructure meeting minimum size requirements is directly accessible, but water may need to be upsized	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>27</b> Medium	Adjacent infrastructure does not meet minimum size requirements. Both water and sewer infrastructure likely need to be upsized	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>28</b> Medium	Adjacent infrastructure does not meet minimum size requirements. Water likely needs to be upsized, and sewer may also need to be upsized	No direct access – site is portion of a lot that is interior to the block and would need to be developed along with other sites that do have street access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>29</b> Medium	Adjacent infrastructure does not meet minimum size requirements. Both water and sewer likely need to be upsized	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>



<b>30</b> Medium	Adjacent infrastructure does not meet minimum size requirements. Sewer likely needs to be upsized, and water may need to be upsized	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network, and located in dense downtown area</li> <li>• Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>31</b> High	Infrastructure meeting minimum size requirements is directly accessible	Potential southbound access from South Lone Tree Road, but note this may be impacted during long-term Route 66 overpass project. Northbound access likely more challenging, potentially from cul-de-sac road behind parcel	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>32</b> Medium	Adjacent infrastructure does not meet minimum size requirements. Water likely needs to be upsized, and sewer may also need to be upsized	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>33</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but sewer will need an extension	Potentially challenging I-180 access due to steep grades, but plenty of frontage. Would be coordinated with ADOT	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Not as close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>34</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access. ADOT would be involved in TIA	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Not as close to employment centers</li> <li>• High level of utility readiness Utility readiness and site preparation outweigh farther-out location</li> </ul>
<b>35</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Close to employment centers</li> <li>• High level of utility readiness</li> </ul>
<b>36</b> Medium	Sewer infrastructure meeting minimum size requirements is directly accessible, but water will likely need an extension from a larger main	Access will be improved in the future with Linda Vista Drive extension to Kaspar Drive.	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>37</b> Low	Infrastructure meeting minimum size requirements is directly accessible, but will require extensions on new roads within site	Currently served by JWP. Will need JWP extension in the future for secondary access. Access to I-40 to the north unlikely. Significant road extensions	Somewhat near transit that reaches Community College, and JWP corridor to be assessed for potential new Mountain Line service in the future.	<ul style="list-style-type: none"> <li>• Limited transit and active transportation access, but transit access may improve in the future</li> <li>• Accessible via JWP, but interior roads will need to be planned and developed</li> <li>• Not as close to employment centers</li> </ul>

		within the site will still be needed.	Access to active modes along JWP	<ul style="list-style-type: none"> <li>• Low density development pattern is not conducive to active modes of transportation</li> <li>• Despite high level of utility readiness, will require utility extensions on new roads within the site</li> </ul>
<b>38</b> Low	Water infrastructure meeting minimum size requirements is directly accessible, but there may be sewer capacity issues that the City could need to address as they impact the broader JWP area	Currently served by JWP. Will need JWP extension in the future for secondary access. Significant road extensions within the site will still be needed.	Somewhat near transit that reaches Community College, and JWP corridor to be assessed for potential new Mountain Line service in the future. Access to active modes along JWP	<ul style="list-style-type: none"> <li>• Limited transit and active transportation access, but both may improve in the future</li> <li>• Accessible via JWP, but interior roads will need to be planned and developed</li> <li>• Not as close to employment centers</li> <li>• Site may be adequately served by water, but sewer likely needs improvements</li> </ul>
<b>39</b> Low	Water infrastructure meeting minimum size requirements is directly accessible, but there may be sewer capacity issues that the City could need to address as they impact the broader JWP area	Will be served by JWP. Details of sale agreement currently very reliant on JWP alignment experiencing minimal changes. Will need JWP extension in the future for secondary access. Significant road extensions within the site will still be needed.	No transit or active mode access currently, but active mode access will likely be provided along JWP in the future. JWP corridor to be assessed for potential new Mountain Line service in the future.	<ul style="list-style-type: none"> <li>• No transit access currently, and future development pattern not likely to be conducive to active modes of transportation. Transit access may be added in the future</li> <li>• Will be accessible via JWP, and interior roads will need to be planned and developed</li> <li>• Not as close to employment centers</li> <li>• Site may be adequately served by water, but sewer likely needs improvements. Both utilities will need utility extensions on new roads within the site</li> </ul>
<b>40</b> Low	No infrastructure currently nearby but will come with the JWP project. There may be sewer capacity issues that the City could need to address as they impact the broader JWP area	Will be served by JWP in the future, but may not have legal vehicular access currently. Significant road extensions within the site will still be needed.	No transit or active mode access currently, but active mode access will likely be provided along JWP in the future. JWP corridor to be assessed for potential new Mountain Line service in the future	<ul style="list-style-type: none"> <li>• No transit access currently, and future development pattern may not be conducive to active modes of transportation. Transit access may be added in the future</li> <li>• Will be accessible via JWP, and interior roads will need to be planned and developed</li> <li>• Not as close to employment centers</li> <li>• Site is not served by utilities yet</li> </ul>
<b>41</b> Low	No infrastructure currently nearby but will come with the JWP project. There may be sewer capacity issues that the City could need to address as they impact the broader JWP area	Will be served by JWP in the future, but may not have legal vehicular access currently. Significant road extensions within the site will still be needed.	No transit or active mode access currently, but active mode access will likely be provided along JWP in the future. JWP corridor to be assessed for potential new Mountain Line service in the future	<ul style="list-style-type: none"> <li>• No transit access currently, and future development pattern may not be conducive to active modes of transportation. Transit access may be added in the future</li> <li>• Will be accessible via JWP, and interior roads will need to be planned and developed</li> <li>• Not as close to employment centers</li> <li>• Site is not served by utilities yet</li> </ul>
<b>42</b> Low	Water infrastructure meeting minimum size requirements is directly accessible, and sewer is present but may need to be upsized and studied further to know whether there are	Direct network access to the site, but significant road network extensions will be needed	No transit access currently. Minimal active modes access.	<ul style="list-style-type: none"> <li>• No transit access currently</li> <li>• To be determined if future development pattern will be conducive to active modes of transportation</li> <li>• Interior roads will need to be planned and developed</li> <li>• Not as close to employment centers</li> </ul>

	topography-related challenges			<ul style="list-style-type: none"> <li>Site has some utilities, but it is unclear whether they will need to be upsized</li> </ul>
<b>43</b> Low	Water infrastructure meeting minimum size requirements is directly accessible, and sewer is present but may need to be upsized and studied further to know whether there are topography-related challenges	Direct network access to the site, but significant road network extensions will be needed. Major roads through site already have alignments planned	No transit access currently. Connection to some active mode access.	<ul style="list-style-type: none"> <li>No transit access currently</li> <li>Some connection to active transportation now, and to be determined if future development pattern will be conducive to active modes of transportation</li> <li>Interior roads will need to be planned and developed. More major road corridors do have alignments planned through site</li> <li>Not as close to employment centers</li> <li>Site has some utilities, but it is unclear whether they will need to be upsized</li> </ul>
<b>44</b> Low	Sewer infrastructure meeting minimum size requirements is directly accessible, but nearest water is across the highway and railroad tracks; extension would be challenging	Currently adjacent to I-40 without vehicular access; significant road network planning will be needed in the future, including property rights acquisition	No transit or active modes access currently.	<ul style="list-style-type: none"> <li>No transit or active transportation access</li> <li>Before interior roads can be developed, issue of no site access would need to be resolved</li> <li>Not as close to employment centers</li> <li>Site has sewer, but no water nearby</li> </ul>
<b>45</b> Low	No nearby water or sewer infrastructure. Unclear where an extension could come from	Currently adjacent to I-40 without vehicular access, but Route 66 does run through and could provide access. Significant other road network planning would be needed in the future	No transit or active modes access currently.	<ul style="list-style-type: none"> <li>No transit or active transportation access</li> <li>Interior roads will need to be planned and developed.</li> <li>Not as close to employment centers</li> <li>No utilities</li> </ul>
<b>46</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but sewer extension will be needed	Direct network access	Some transit access but stops not nearby currently. Nearby access to active transportation routes.	<ul style="list-style-type: none"> <li>Moderate access to transit and active transportation</li> <li>Close to employment centers</li> <li>Utility extension will be needed</li> </ul>
<b>47</b> High	Infrastructure meeting minimum size requirements is directly accessible	Direct network access, but dead-end street unlikely to be connected to further improve access	Nearby access to transit. Some nearby access to active transportation routes.	<ul style="list-style-type: none"> <li>Fairly good transportation access</li> <li>Somewhat close to employment centers</li> <li>High level of utility readiness outweighs small downsides in transportation access</li> </ul>
<b>48</b> Medium	Adjacent infrastructure does not meet minimum size requirements. Both water and sewer likely require extensions, and water likely needs to be upsized	Direct network access	Some transit access, and some nearby access to active transportation routes.	<ul style="list-style-type: none"> <li>More limited access to existing transportation network</li> <li>Somewhat close to employment centers</li> <li>May have significant utility challenges, but these must have been overcome for existing dormitory on site, therefore is considered moderately ready for development</li> </ul>
<b>49</b> Medium	Water infrastructure meeting minimum size requirements is directly accessible, but sewer extension will be needed	Direct network access, but may be impacted by new alignment of South Lone Tree Road	Nearby access to transit. Some nearby access to active transportation routes.	<ul style="list-style-type: none"> <li>More limited access to existing transportation network Somewhat close to employment centers</li> <li>Utility extension will be needed</li> </ul>

<b>50</b> Medium	Extensive utility infrastructure present, but may need to be upsized to meet minimum size requirements	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>
<b>51</b> Medium	Extensive utility infrastructure present, but may need to be upsized to meet minimum size requirements	Direct network access	Nearby transit & active modes access	<ul style="list-style-type: none"> <li>• Direct access to existing transportation network Close to employment centers</li> <li>• To be determined if transportation access outweighs potential need for utility improvements</li> </ul>

\* For all projects that exceed the equivalent flows of 10 single-family homes, a Water Sewer Impact Analysis (WSIA) would be required and may identify additional capacity deficiencies on a case-by-case basis depending on the water or sewer network computer model. Note that development on most of the Opportunity Sites is likely to require a WSIA. See City Code 13-05-002-0001 and 0002 for more information on WSIA.

\*\* Per City standards, water and sewer mains smaller than 8 inches may not be tied into for any new development. Many sites have a mix of 8-inch and 6-inch mains nearby.

### 5.3.3 Opportunities and Infrastructure Readiness, by Available Land

The “opportunity level” and infrastructure “readiness level” have been compiled in the table below in order to identify the Opportunity Sites which the City may wish to prioritize in its efforts to develop and facilitate affordable and attainable housing that meets its sustainability goals.

Sites that are ranked “High” for opportunity level have been listed first, as they may present the most feasible potential development projects that are most likely to have relatively high residential yield.

Within the high opportunity sites, sites are subsequently sorted by readiness level, highest to lowest, so that the City can focus on sites that may be closer to the finish line before tackling more complex potential projects.

In each group of sites that are at the same opportunity-readiness level, sites are sorted by size (unconstrained acres), in descending order, so that the City may further prioritize sites with more space for more housing units.

Finally, key infrastructure or other gaps and next steps are identified in the rightmost column of the table for each Opportunity Site. These lists provide a roadmap of major items that need to be addressed so that housing development can move forward.

The next steps are formatted as follows:

- *Italicized items* do not need further action. They are included to recognize steps that were taken in the past that position sites well for moving forward with housing development in line with City goals.
- **Bold items** are the current highest priority tasks for each site. If not started already, the City could start working on or tracking these items immediately.
- Regular font items are other steps that will be or might be needed. They do not need to be initiated until after the bold items have been addressed.



Table 25: Opportunity Sites Overall Assessment and Next Steps

Opportunity Sites Summary and Next Steps				
Site	Opportunity Level	Readiness Level	Total Acres (Unconstrained Acres*)	Key Gaps and Next Steps
34	High	High	3.08 (3.08*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• <i>No rezone needed</i></li> <li>• <b>Develop new plan / RFP for medium-density affordable housing development</b></li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed</li> </ul>
35	High	High	2.09 (2.09*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• <i>No rezone needed</i></li> <li>• <b>Develop plan / RFP for high-density affordable housing development</b></li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed</li> </ul>
31	High	High	1.95 (1.89*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• <i>No rezone needed</i></li> <li>• <b>Develop new plan / RFP for mixed-use development including high-density affordable housing</b></li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed</li> </ul>
14d	High	High	1.51 (1.38*)	<ul style="list-style-type: none"> <li>• <b>Track private owner potential plans to relocate from site and consider whether City acquisition is viable</b></li> <li>• <i>Developer would not need to rezone</i></li> <li>• Develop new plan / RFP for mixed-use development including high-density housing (affordability depending on developer(s) involved in project)</li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed</li> </ul>
1	High	High	0.74 (0.0*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• <i>No rezone needed</i></li> <li>• <b>Develop new plan / RFP for mixed-use development including high-density affordable housing</b></li> <li>• <b>Track progress of RDF project's impacts to floodplain designation on the site</b></li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed</li> </ul>
14c	High	High	0.69 (0.67*)	<ul style="list-style-type: none"> <li>• <b>Track private owner potential plans to relocate from site and consider whether City acquisition is viable</b></li> <li>• <i>Developer would not need to rezone</i></li> </ul>

				<ul style="list-style-type: none"> <li>Develop new plan / RFP for mixed-use development including high-density housing (affordability depending on developer(s) involved in project)</li> <li>Complete WSIA to confirm no utility gaps</li> <li>TIA may be needed</li> </ul>
14a	High	High	0.46 (0.46*)	<ul style="list-style-type: none"> <li><b>Track private owner potential plans to relocate from site and consider whether City acquisition is viable</b> <ul style="list-style-type: none"> <li><i>Developer would not need to rezone</i></li> </ul> </li> <li>Develop new plan / RFP for mixed-use development including high-density housing (affordability depending on developer(s) involved in project)</li> <li>Complete WSIA to confirm no utility gaps</li> <li>TIA may be needed</li> </ul>
33	High	Medium	56.81 (51.76*)	<ul style="list-style-type: none"> <li><b>City coordinate with County to determine any existing plans and viability of potential collaboration</b></li> <li><b>Consider working with County to initiate rezone to medium or high density residential</b></li> <li>TIA may be needed; determine any mitigation or slope-related site access considerations to be addressed</li> <li>Complete WSIA and determine how to design and fund sewer extension to site</li> <li>Confirm any drainage impacts that could be relevant to project design</li> <li>Develop new plan / RFP for development of housing on the site</li> </ul>
50	High	Medium	22.75 (20.98*)	<ul style="list-style-type: none"> <li><i>Already City-owned</i></li> <li><i>No rezone needed</i></li> <li><b>Develop new plan / RFP for redevelopment of site as housing at twice the current density</b></li> <li><b>Track new development on other Flagstaff Housing Authority sites, and initiate redevelopment once there are units for temporary relocation during redevelopment</b></li> <li>Complete WSIA to determine if any utility upsizing is needed</li> <li>TIA may be needed</li> </ul>
48	High	Medium	25.69 (19.44*)	<ul style="list-style-type: none"> <li><b>City coordinate with USFS to determine potential available lease area and next steps for development</b></li> <li><b>Consider working with USFS to initiate rezone of remainder of site to high density residential</b></li> <li>TIA may be needed; determine any road improvements to be addressed</li> <li>Complete WSIA and determine how to design and fund water and sewer extensions that are likely needed</li> <li>Develop new plan / RFP for development of affordable housing on the site</li> </ul>

49	High	Medium	19.15 (17.3*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with USFS to determine potential available lease area and next steps for development</b></li> <li>• <b>Consider working with USFS to initiate rezone of site to allow medium or high density residential</b></li> <li>• TIA may be needed; determine impacts of new South Lone Tree Road alignment but otherwise offsite mitigation is unlikely to be required</li> <li>• Complete WSIA and determine how to design and fund sewer extension that is likely needed</li> <li>• Develop new plan / RFP for development of affordable housing on the site</li> </ul>
51	High	Medium	14.98 (13.12*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• <i>No rezone needed</i></li> <li>• <b>Develop new plan / RFP for redevelopment of site as housing at twice the current density</b></li> <li>• <b>Track new development on other Flagstaff Housing Authority sites, and initiate redevelopment once there are units for temporary relocation during redevelopment</b></li> <li>• Complete WSIA to determine if any utility upsizing is needed</li> <li>• TIA may be needed</li> </ul>
36	High	Medium	5.31 (5.21*)	<ul style="list-style-type: none"> <li>• <b>Work with NAIPTA for City acquisition of site</b></li> <li>• <i>No rezone needed</i></li> <li>• <b>Develop plan / RFP for high-density affordable housing development</b></li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed, and road extension to connect to Kaspar Drive may be needed</li> </ul>
14b	High	Medium	1.63 (1.63*)	<ul style="list-style-type: none"> <li>• <b>Track private owner potential plans to relocate from site and consider whether City acquisition is viable</b></li> <li>• <i>Developer would not need to rezone</i></li> <li>• Develop new plan / RFP for mixed-use development including high-density housing (affordability depending on developer(s) involved in project)</li> <li>• Confirm whether storm infrastructure relocation to adjacent ROW is needed and viability</li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• TIA may be needed</li> </ul>
10c	High	Medium	1.03 (1.03*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with County to determine any existing plans and viability of potential collaboration on redevelopment</b></li> <li>• <i>No rezone needed</i></li> <li>• Confirm viability of sewer (and stormwater) relocation to adjacent ROW, as well as upsizing of sewer</li> <li>• Develop new plan / RFP for mixed-use development including high-density housing, preferably affordable</li> <li>• Complete WSIA to confirm no other utility gaps</li> <li>• TIA may be needed</li> </ul>

10a	High	Medium	0.97 (0.92*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with County to determine any existing plans and viability of potential collaboration on redevelopment</b></li> <li>• <i>No rezone needed</i></li> <li>• Develop new plan / RFP for mixed-use development including high-density housing, preferably affordable</li> <li>• Complete WSIA and determine how to design and fund sewer upsizing that is likely needed</li> <li>• TIA may be needed</li> </ul>
10b	High	Medium	0.44 (0.38*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with County to determine any existing plans and viability of potential collaboration on redevelopment</b></li> <li>• <i>No rezone needed</i></li> <li>• Develop new plan / RFP for mixed-use development including high-density housing, preferably affordable</li> <li>• Complete WSIA and determine how to design and fund sewer upsizing that is likely needed</li> <li>• TIA may be needed</li> </ul>
42	High	Low	434.26 (431.23*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with State Trust to determine potential sale and next steps for development</b></li> <li>• <b>Consider initiating rezone of at least some portions of site to allow medium or high density residential</b></li> <li>• Develop new plan / RFP for development of housing on the site, preferably affordable</li> <li>• TIA will be needed</li> <li>• WSIA will be needed</li> </ul>
38	High	Low	27.03 (26.47*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• Rezone likely not needed</li> <li>• <b>Track progress of JWP corridor development and its impacts to potential development on this site</b></li> <li>• <b>Develop new plan / RFP for medium-density affordable housing development</b></li> <li>• Complete WSIA and confirm whether sewer improvements are needed in the area before development can occur</li> <li>• TIA may be needed</li> </ul>
47	Medium	High	10.87 (10.48*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with USFS to determine potential available lease area and next steps for development</b></li> <li>• <b>Consider working with USFS to initiate rezone of site to allow medium or high density residential</b></li> <li>• TIA may be needed</li> <li>• Complete WSIA to confirm no utility gaps</li> <li>• Develop new plan / RFP for development of affordable housing on the site</li> </ul>
6	Medium	High	0.92	<ul style="list-style-type: none"> <li>• <i>Developer would not need to rezone</i></li> <li>• <b>City to track private owner plans</b></li> </ul>



			(0.0*)	<ul style="list-style-type: none"> <li>• <b>Track progress of RDF project's impacts to floodplain designation on the site</b></li> <li>• If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>• TIA may be needed</li> <li>• Complete WSIA to confirm no utility gaps</li> </ul>
<b>7</b>	Medium	High	0.9 (0.05*)	<ul style="list-style-type: none"> <li>• <i>Developer would not need to rezone</i></li> <li>• <b>City to track private owner plans</b></li> <li>• <b>Track progress of RDF project's impacts to floodplain designation on the site</b></li> <li>• If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>• TIA may be needed</li> <li>• Complete WSIA to confirm no utility gaps</li> </ul>
<b>21</b>	Medium	High	0.82 (0.82*)	<ul style="list-style-type: none"> <li>• <i>Already City-owned</i></li> <li>• <i>No rezone needed</i></li> <li>• <b>City to research any historical property or current lease implications impacting property</b></li> <li>• <b>Track progress of RDF project's impacts to buildable area on site</b></li> <li>• Develop new plan / RFP for development of attainable and/or affordable housing on the site (note that proximity to railroad may impact funding sources eligibility in some cases)</li> <li>• TIA may be needed</li> <li>• Complete WSIA to confirm no utility gaps</li> </ul>
<b>22</b>	Medium	High	0.56 (0.56*)	<ul style="list-style-type: none"> <li>• <i>Developer would not need to rezone</i></li> <li>• <b>City to track private owner plans</b></li> <li>• If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>• TIA may be needed</li> <li>• Complete WSIA to confirm no utility gaps</li> </ul>
<b>24</b>	Medium	High	0.53 (0.0*)	<ul style="list-style-type: none"> <li>• <i>Developer would not need to rezone</i></li> <li>• <b>City to track private owner plans</b></li> <li>• <b>Track progress of RDF project's impacts to floodplain designation on the site</b></li> <li>• If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>• TIA may be needed</li> <li>• Complete WSIA to confirm no utility gaps</li> </ul>
<b>2</b>	Medium	High	0.46 (0.0*)	<ul style="list-style-type: none"> <li>• <i>Developer would not need to rezone</i></li> <li>• <b>City to track private owner plans and potentially approach owner about public-private partnership on this block</b></li> <li>• <b>Track progress of RDF project's impacts to floodplain designation on the site</b></li> <li>• If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>• TIA may be needed</li> </ul>

				<ul style="list-style-type: none"> <li>Complete WSIA to confirm no utility gaps</li> </ul>
8	Medium	High	0.45 (0.45*)	<ul style="list-style-type: none"> <li><i>Developer would not need to rezone</i></li> <li><b>City to track private owner plans</b></li> <li>If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>TIA may be needed</li> <li>Complete WSIA to confirm no utility gaps</li> </ul>
9	Medium	High	0.48 (0.45*)	<ul style="list-style-type: none"> <li><i>Already City-owned</i></li> <li><i>No rezone needed</i></li> <li><b>City to research any historical property or current lease implications impacting property</b></li> <li>Develop new plan / RFP for development of attainable and/or affordable housing on the site</li> <li>TIA may be needed</li> <li>Complete WSIA to confirm no utility gaps</li> </ul>
32	Medium	Medium	4.46 (4.41*)	<ul style="list-style-type: none"> <li><i>Already City-owned</i></li> <li><b>Coordination within City to determine specific park-related development limitations impacting site</b></li> <li><b>City to pursue rezone to residential zone rather than public facility</b></li> <li>Develop new plan / RFP for development of affordable housing on the site</li> <li>TIA may be needed</li> <li>Complete WSIA and determine how to design and fund sewer upsizing that is likely needed</li> </ul>
20	Medium	Medium	1.3 (0.0*)	<ul style="list-style-type: none"> <li><i>Already City-owned</i></li> <li><i>No rezone needed</i></li> <li><b>City to research any historical property or current lease implications impacting property</b></li> <li><b>Track progress of RDF project's impacts to floodplain designation and buildable area on site</b></li> <li>Develop new plan / RFP for development of attainable and/or affordable housing on the site (note that proximity to railroad may impact funding sources eligibility in some cases)</li> <li>TIA may be needed</li> <li>Complete WSIA to confirm whether some utility upsizing will be needed</li> </ul>
25	Medium	Medium	0.92 (0.0*)	<ul style="list-style-type: none"> <li><i>Developer would not need to rezone</i></li> <li><b>City to track private owner plans</b></li> <li><b>Track progress of RDF project's impacts to floodplain designation on the site</b></li> <li>If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> <li>TIA may be needed</li> <li>Complete WSIA to confirm whether some utility upsizing will be needed</li> </ul>

43	Medium	Low	643.28 (604.22*)	<ul style="list-style-type: none"> <li>• <b>City coordinate with State Trust to determine potential sale and next steps for development</b></li> <li>• <b>Consider initiating rezone of at least some portions of site to allow medium or high density residential</b></li> <li>• Develop new plan / RFP for development of housing on the site, preferably affordable</li> <li>• TIA will be needed, and major roads would be extended as planned</li> <li>• WSIA will be needed</li> </ul>
39	Medium	Low	404.40 (370.36*)	<ul style="list-style-type: none"> <li>• <b>Track progress of JWP corridor development and its impacts to development on this site</b></li> <li>• If opportunity for City influence arises, promote some portion of the site become closer to medium-density attainable housing, potentially through density transfers and/or rezoning</li> <li>• Complete WSIA and confirm whether sewer improvements are needed in the area before development can occur</li> <li>• TIA will be needed, and JWP would be extended as planned along with other interior roads to serve new development</li> </ul>
37	Medium	Low	225.12 (161.49*)	<ul style="list-style-type: none"> <li>• <b>Track progress of JWP corridor development and its impacts to development on this site</b></li> <li>• If opportunity for City influence arises, promote some portion of the site become closer to medium-density attainable housing, potentially through density transfers and/or rezoning</li> <li>• Complete WSIA and confirm whether sewer improvements are needed in the area before development can occur</li> <li>• TIA will be needed, and JWP would be extended as planned along with other interior roads to serve new development</li> </ul>
40	Medium	Low	80.99 (74.33*)	<ul style="list-style-type: none"> <li>• <b>Track progress of JWP corridor development and its impacts to development on this site</b></li> <li>• If opportunity for City influence arises, promote some portion of the site become closer to medium-density attainable housing, potentially through density transfers and/or rezoning</li> <li>• Complete WSIA and confirm whether sewer improvements are needed in the area before development can occur</li> <li>• TIA will be needed, and JWP would be extended as planned along with other interior roads to serve new development</li> </ul>
41	Medium	Low	39.78 (33.30*)	<ul style="list-style-type: none"> <li>• <b>Track progress of JWP corridor development and its impacts to development on this site</b></li> <li>• If opportunity for City influence arises, promote some portion of the site become closer to medium-density attainable housing, potentially through density transfers and/or rezoning</li> <li>• Complete WSIA and confirm whether sewer improvements are needed in the area before development can occur</li> </ul>

				<ul style="list-style-type: none"> <li>TIA will be needed, and JWP would be extended as planned along with other interior roads to serve new development</li> </ul>
<b>13</b>	Low	High	0.31 (0.31*)	<b>FOR EACH OF THE SITES WITH “LOW” OPPORTUNITY LEVEL AND “HIGH” INFRASTRUCTURE READINESS</b> <ul style="list-style-type: none"> <li>Relatively minimal residential yield potential and redevelopment likelihood</li> <li>However, infrastructure is considered to be at a high level of readiness, so this could be considered a “low-hanging fruit” redevelopment opportunity</li> <li>If opportunity for City to assist arises, promote mixed-use development containing attainable and/or affordable housing</li> </ul>
<b>17</b>	Low	High	0.3 (0.3*)	
<b>11</b>	Low	High	0.25 (0.25*)	
<b>16</b>	Low	High	0.23 (0.23*)	
<b>3</b>	Low	High	0.23 (0.0*)	
<b>23</b>	Low	High	0.21 (0.0*)	
<b>4</b>	Low	High	0.18 (0.0*)	
<b>15</b>	Low	High	0.15 (0.15*)	
<b>18</b>	Low	High	0.18 (0.15*)	
<b>19</b>	Low	High	0.13 (0.10*)	
<b>46</b>	Low	Medium	25.54 (25.53*)	<b>FOR EACH OF THE SITES WITH “LOW” OPPORTUNITY LEVEL AND “MEDIUM” INFRASTRUCTURE READINESS</b> <ul style="list-style-type: none"> <li>Relatively minimal development or redevelopment likelihood and/or residential yield potential</li> <li>Infrastructure challenges would need to be addressed to allow development</li> <li>If opportunity for City to assist arises, promote medium or high density development containing attainable and/or affordable housing</li> </ul>
<b>12</b>	Low	Medium	0.61 (0.61*)	
<b>30</b>	Low	Medium	0.49 (0.0*)	
<b>27</b>	Low	Medium	0.39 (0.0*)	
<b>26</b>	Low	Medium	0.29 (0.0*)	
<b>5</b>	Low	Medium	0.2	



			(0.0*)	
<b>29</b>	Low	Medium	0.19 (0.0*)	
<b>28</b>	Low	Medium	0.12 (0.0*)	
<b>45</b>	Low	Low	538.24 (501.4*)	<b>FOR SITES WITH “LOW” OPPORTUNITY LEVEL AND “LOW” INFRASTRUCTURE READINESS</b> <ul style="list-style-type: none"> <li>• Minimal development likelihood</li> <li>• Infrastructure challenges may be insurmountable</li> <li>• City can promote housing development if it ever becomes feasible, but likely not on City’s radar in the near term.</li> </ul>
<b>44</b>	Low	Low	166.67 (158.24*)	
<p><i>* For the purpose of this analysis, currently constrained acreage associated with areas that are likely to no longer be located within the 100-year floodplain following the Rio de Flag drainage improvement project have been adjusted to reflect likely future conditions.</i></p> <p><i>For example, a 0.25-acre parcel entirely within the floodplain would show as 0 unconstrained acres in the spreadsheet in Appendix 2, but since it will likely no longer be located in the floodplain in the future, it is listed as 0.25 unconstrained acres in the table above. The asterisks denote properties that have been adjusted for this reason.</i></p>				

## 6.0 CONCLUSION & FURTHER ANALYSIS

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Flagstaff is experiencing rapid and continued growth in the 21<sup>st</sup> century, in conjunction with an acute housing crisis that has limited housing choice and affordability within the community. The City has identified a need to understand what land is currently available within Flagstaff that can support new housing development and redevelopment for housing, what barriers are currently preventing Flagstaff from meeting the community's housing needs and goals, and how Flagstaff's development code and process could be updated to remove these barriers.

Through the Land Availability and Suitability Study, the consultant has established the following key findings about Flagstaff's land availability:

- Flagstaff and the peripheral areas that make up the LASS study area contain approximately 8,125 acres of vacant land spread across 2,242 parcels. Of this land area, approximately 6,735 acres are residentially zoned.
- The study area also contains approximately 5,399 acres of underutilized land spread across 1,822 parcels. These lands contain minimal structures that have a low enough improvement FCV value to suggest that economic forces could encourage their redevelopment for a greater or higher value use, such as housing.
- In total, the study area contains approximately 7,062 acres of vacant buildable land and approximately 4,865 acres of underutilized buildable land. These lands represent the lands most likely to develop or redevelop in the future.
- Approximately 13% of the vacant land within the study area is environmentally constrained by stream corridors, wetlands, steep slopes and floodplain or floodways. These lands may not be conducive to development or redevelopment, including for housing.
- The most common environmental constraints in Flagstaff are steep slopes and floodplains and floodways. This analysis considered steep slopes as any slope 25% or greater, which impacted nearly 7% of the study area's land. However, Flagstaff currently regulates development on slopes 17% or steeper through the Resource Protection Overlay, which represents a significant barrier to housing development on sites that may be able to support development. As the LASS-CAP project team continues to evaluate code sections modifications that, if implemented, could result in greater residential yield, the steep slope provisions of the Resource Protection Overlay may offer such an opportunity.
- Floodplain and floodway areas impact over 4% of the study areas land. It is likely that this number will be reduced through the eventual construction of the Rio de Flag Flood Control Project. Nonetheless, floodplain and floodway within Flagstaff currently presents a significant challenge to the development of housing in the study area's vacant parcels.

In general, Flagstaff has a significant amount of buildable land within its city limits and in its immediate periphery that can be used for the development of housing. This land availability inventory was used as a tool to inform the selection of Opportunity Sites, or sites that provide unique opportunities for the development of housing.

Approximately 50 Opportunity Sites were identified for further study due to their potential to be developed or redeveloped for residential development in support of the City's housing production, affordability, and sustainability goals. These goals can be summarized as follows:

- More housing, especially of diverse types and prioritizing both income-restricted affordable and lower cost ("attainable") market-rate housing
- Walkable and transit-oriented development, including mixed use and infill development

The Opportunity Sites were used as a diverse set of case studies to assess what development opportunities exist across different property ownership, zoning, current land use, location, size, utility infrastructure, transportation infrastructure, and other current conditions. Based on infrastructure and other site information detailed in Appendix 2, a comprehensive analysis of each site's "opportunity level" and "infrastructure readiness level" was completed in Section 5 of this report, which served to identify the infrastructure gaps that may be hindering residential development potential on each site.

Opportunity levels and infrastructure readiness levels were summarized in Table 25 (see Section 5.3.3) alongside unconstrained acreage for each site in order to list the sites from highest level opportunity **and** readiness (largest sites first) to lowest. The following are some key findings revealed by this analysis:

- 7 sites were identified to have both High opportunity and infrastructure readiness levels. These range from approximately 0.5 to 3.1 acres in size (average 1.5 acres).
- 12 sites were identified to have High opportunity but Medium or Low infrastructure readiness levels. These range from 0.4 to 431.2 acres in size (average 49.1 acres).
  - Within the sites that present relatively high "opportunity level" as identified in this study, the larger sized sites generally lack infrastructure access. The City could play a facilitation role in the development of these sites by advancing master planning and infrastructure planning to create a clearer path to implementing residential development on these sites and creating opportunities for greater density and greater development yield to ensure that financial returns on these sites incentivize the infrastructure investments.
- 12 sites were identified to have Medium opportunity but High or Medium infrastructure readiness levels. All of these sites are under 10.5 acres in size (average 1.5 acres).
  - While these sites may not present as much or as likely development opportunities as the sites assigned the High opportunity level, they do have relatively high levels of infrastructure readiness and are not very large in area, so they may still represent relatively "low-hanging fruit" types of projects to add residential development to the community. For these sites, the City could help facilitate development through public private partnerships, and code and/or procedural improvements that could improve development yield and/or the timeline required to execute a development project.
- 5 sites were identified to have Medium opportunity level but Low infrastructure readiness. These are mostly large sites ranging from 33.33 to 604.2 acres (average 248.7 acres).

- The sites were assigned Medium due to their current zoning, which is all low-density residential, and the fact that they are not owned by the City. Their Low infrastructure readiness level reflects that they are not yet served by transportation and/or utility infrastructure, so their conversion to residential development may be farther out in the future. The City could facilitate efforts for greater residential yield from these sites through potential rezoning and associated infrastructure planning to ensure infrastructure networks are planned and calibrated to meet the expected additional demand.
- 10 sites were identified to have Low opportunity level but High infrastructure readiness level. These are all approximately 0.3 acres or less in size. With one exception, the 8 sites identified to have Low opportunity but Medium infrastructure readiness level are also 0.6 acres or smaller.
  - All of these sites are located in downtown or Southside, and none of these sites are owned by the City; the consultant team was not aware of current redevelopment discussions. These sites have the potential to catalyze other development downtown but are unlikely to make a significant impact to the bringing the City closer to its goal of 7,976 housing units by 2031.

It is expected that this analysis will help inform both the Code Analysis Project (CAP) and the Regional Plan update by identifying the areas that could most benefit from additional density and infill, among other changes that could positively impact housing yield. For example, the CAP may recommend zoning code or development review process changes that impact the density allowed in different zoning districts or when WSIA's or TIA's are required. Some observations of note include:

- Currently, only individual Opportunity Site redevelopment on the smallest of downtown or Southside sites may not trigger WSIA's, and even then, this only applies if existing infrastructure appears to be sufficient to meet new development needs. Any larger developments will all require WSIA's.
- Currently, most of the higher opportunity level sites will require TIA's. Developers in the community have noted that this can be a lengthy and expensive process with difficult-to-predict mitigation. Changes to how the City manages traffic information and TIA processes could improve the likelihood and affordability of more significant housing development projects.
- Some of the largest sites that may become entirely new development areas tend to be zoned Rural or Estate Residential, which lead to very spread-out development that only serves high income groups. Whether these sites are currently owned by other public entities or private owners, the next steps in Table 25 recommended the City investigate ways to help encourage at least some areas within these large sites have higher density.

This document helps provide specific locations and examples of where significant housing opportunities exist and therefore serves as a resource for considering when, where and how future code amendments, zone changes, collaborative development planning and master planning efforts will make the most impact in the City.



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## **APPENDIX 1: RIO DE FLAG FLOOD CONTROL PROJECT MAPS**

**APPENDIX 2: OPPORTUNITY SITE INFRASTRUCTURE  
SPREADSHEET**

**APPENDIX 3: DOWNTOWN FLAGSTAFF VISION & ACTION PLAN –  
CATALYTIC PROJECTS EXCERPT**

## **APPENDIX 4: TRANSPORTATION SYSTEM MAPS**



