R1N allows low density attached and detached houses at a slightly higher density and with smaller setbacks than the R1 zone. It allows building heights up to 35 feet.

Steep terrain is a common building constraint on the northern edge of the neighborhood, along Upper and Lower Coconino Avenues. This cottage style home is an excellent example of local housing adaptations near the railroad and on steep slopes.

On the left is an existing single-family home with an accessory dwelling unit in the back. This is a typical way the neighborhood has addressed affordable housing needs and infill.

Parking is a concern in the neighborhood, and most existing residences have poorly laid out parking areas, using unlandscaped front and side setbacks for parking. Dedicated and paved parking areas, along with maintained landscaping, are rare on multi-tenant properties in the neighborhood.
Therefore, it is a nonconforming property, even though of units/acre. The density of units/acre is on the low end of what is allowed, at 13 dwelling units/acre. The floodway limits the maximum development potential of this site.

Arrowhead Village is situated toward the edge of the neighborhood boundary and is zoned for Manufactured Housing. Because the site is in the Clay Avenue Wash floodway, there are major drainage and flooding issues. The density of 17 units/acre onsite is more units than the current standard for Manufactured Housing. Therefore, it is a nonconforming property, even though it is zoned for the correct use.

The Montessori school and the McCracken building are both zoned Highway Commercial. The current activities on both properties are complementary to the adjacent single family homes, but have much higher development entitlements than the surrounding area.

Like the neighboring Montessori School, the Canyon Expedition Rafting company acts as a buffer between the neighborhood and the more auto-intensive properties to the south. There is limited potential for convenience-based commercial services within the Transition Area due to the lack of access and visibility outside of the neighborhood. This business is a better fit because it is a destination for people who have already have reservations.

The Blackbird Roost apartment complex is zoned High Density Residential with an allowed density range of 13 - 29 units/acre. What currently exists is on the low end of what is allowed, at 13 dwelling units/acre. The floodway limits the maximum development potential of this site.

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The building on the corner of Milton Rd and Phoenix Ave is an example of “building forward,” which is encouraged in the Flagstaff Zoning Code’s urban-styled transect zones. By bringing the building closer to the sidewalk, traffic tends to slow down and pedestrians have direct access to businesses. Building forward also pushes parking lots to the rear or sides of the property, as is the case with this building.

The Barnes & Noble at the intersection of Milton and Route 66 is a suburban style development in the neighborhood, with large landscaped setbacks and a parking lot at the storefront. This wide buffer space separates customers at the storefront from cars and noise at the busy intersection.

What are Activity Centers?

Zoning Map of Area

The commercial edge of the neighborhood is exclusively zoned Highway Commercial (HC), for high intensity commercial development. There are two historic buildings and several other hotel and auto-oriented businesses in this area, on lot sizes that are comparatively larger than the neighborhood’s residential lots.

Regional Plan Illustration

The commercial edge of the neighborhood lies within the commercial core of two activity centers and touches the pedestrian shed of another. The Flagstaff Regional Plan 2030 identifies this edge as both existing urban and suburban area types. The Clay Avenue Wash floodway affects the hotel property along Milton Road near the Butler intersection.

Here are several auto-oriented businesses that currently line the outer edges of the neighborhood. All parcels along Route 66 and Milton Road allow for intense commercial development. Most existing buildings are single story, but 5-6 story buildings are permitted in this zone. Properties zoned Highway Commercial are most marketable when the lot size and auto access into and out of the site fit the needs of large scale development.

The Flagstaff Regional Plan 2030 contains a map of existing and desired development in the city. A more intense concentration of development, both residential and commercial, occurs within activity centers. Activity centers have two components: a commercial core and a pedestrian shed. Given La Plaza Vieja’s proximity to major arterial intersections, the neighborhood falls within three activity centers. See the Regional Plan Illustration below for their locations.

More Urban

More Suburban