

Comment ID	User name	Comment	Comment Location	Page	Response
ON74	lang	I believe this whole area needs to be revised now that the hospital is not being build here. Is an underpass under I-17 connecting it with Pulliam and High Country necessary. Wasn't the hospital going to help pay for this?	Map 3-2	3-6	It has been revised and adjusted to expect to accommodate a wider variety of uses. The underpass (or overpass) will remain on the Regional Plan map so that future development will study its need and determine if it is necessary or not.
W25		Show future I-40 interchanges	Map 3-2	3-6	They are on the map, shown as dashed green exit/entrance ramps.
L65	Little America	<p>The Resort recognizes the importance of public trailway connections such as the Flagstaff Urban Trail (“FUTS”) system. However, such pathways require more detailed study of topography, connection points, roadway crossings and of course the location of future land uses and development. Because the Resort’s master planning process is not yet complete, there is not sufficient information to provide a proposed location for a future FUTS trail around or through the property. The Resort requests that this map be updated to simply delete these lines, with the understanding that more detailed planning will be performed with future development efforts. [See folder for maked up map] ... In addition, the map includes a disclaimer related to State Trust Lands... Given that the Plan includes both existing and proposed trails, it is requested that this disclaimer be broadened to provide clarity to readers that any “proposed” trails are not yet trails and are not to be utilized as such.</p> <p>More specifically, the Resort would propose the addition of text similar to the following on the FUTS Plan to address this issue: "Depiction of planned trails on private property do not constitute final location of or legal access to trails. Until a “Planned FUTS” route is finalized and appropriately dedicated for public use, any such route shown herein is for planning purposes only and it is noted that any public use of private land without permission is trespassing." With the removal of the proposed FUTS network over the Resort, and the inclusion of the disclaimer above, the Resort can master plan the correct location for the FUTS connections around its property and any readers of the Plan will be on notice that any shown future routes are simply that, planned routes, and not lawful trail routes.</p>	Map 3-3	3-7	<p>This map was revised based on subsequent conversations and input from Council, Board of Supervisors, and Planning & Zoning Commissions (May 2nd Joint Retreat and June 24 Council Work Session).</p> <p>Disclaimer added: Designation of planned trails do not constitute final location or legal access unless there is a legal trail easement. Future trails are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.</p>
ON249	Aubree	The dashed lines for the planned FUTS trails are difficult to distinguish from the existing ones.	Map 3-3	3-7	This map was revised to indicate four different categories of trail, distinguished by color and shape.

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ON989	Charity Lee	This should also include private property. It should read as follows. "Depiction of planned trails on private property and State Land do not constitute final locations of or legal access to trails unless a legal trail easement is obtained from the private property owner and/or from ASLD."	Map 3-3	3-7	This map was revised to indicate where there are existing property rights. Disclaimer added: Designation of planned trails do not constitute final location or legal access unless there is a legal trail easement. Future trails are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.
L8	Elson Miles	Wish list - "Additional off-street walking paths (FUTS) in the downtown area - The original channel of the Rio de Flag from downtown, east under Butler Ave, south to the water treatment plant would be an asset to the community." "Construct the Walnut Street railroad underpass to connect Old Town with west Flagstaff"	Map 3-3 FUTS Plan	3-7	New, planned FUTS exist for this area accomplishing the connections mentioned. Some will be harder than others but they will remain on the map to best take advantage of future opportunities.
IP51	NULL	Can these be separate colors?	Map 3-3 Urban Trails System	3-7	This map was revised to indicate four different categories of trail, distinguished by color and shape.
IP52	NULL	Is there a map that shows which areas are paved? Which areas are maintained/cleared from snow?	Map 3-3 Urban Trails System	3-7	This level of detail is too specific for the Regional Plan. The intent is for asphalt and concrete trails to be for all season transportation and cleared regularly.
W26		Trails from FTI guiding documents in implementation guidelines, and AZ NST, FBO, and Forest access or potential easements > formal connections	Policy Map 3-3	3-7	Added Map 4-6 showing the Regional Trails Plan.
ON748	Rick Resnick	In general, I find the plan a bit lofty and unrealistic but well-intended. My main suggestion is to be more proactive rather than reactive; the city and surrounding infrastructure is way behind the population growth. I feel the city should restrict incoming population until such a time when the infrastructure is ahead of the growth curve instead of always behind.	General growth comment	3-8	The City cannot restrict incoming population. See Ch.1 for a revised section on growth projections.
CM13	Bicycle Advisory Committee	BAC members liked that the Regional Plan includes and references maps from the City's bikeways plan and the ATMP and suggested that all planning related to bicycle infrastructure should include references to these maps, again emphasizing the need for a comprehensive system of bikeways and other related infrastructure which serves cyclists across the city.	Map 3-4	3-8	Links have been added or updated. The Transportation maps are referenced in Ch.3, 6, and 8.

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ON1024	Krista Ames-Cook	Again, why is this map such poor quality? Please include high resolution images that are legible and easier to read.	Map 3-4	3-8	Edit made. Note that this map was reorganized as Map 4-7 in Ch.4.
IP2	NULL	Would like to see all the way to mall designated as primary.	Map 3-4 Bikeway Map	3-8	There is a primary bikeway route to the mall along Rt. 66. If this comment refers to parts of Country Club Dr and Butler Ave being secondary routes, that is due to the topography and characteristics of those roads.
IP3	NULL	Change to latest alignment	Map 3-4 Bikeway Map	3-8	This map was updated to match the current JWP alignment with additional secondary and tertiary bikeways added along the alignment.
IP4	NULL	66 bikeway to Knolls	Map 3-4 Bikeway Map	3-8	The Knoles overpass is already on the map in purple.
ON1025	Krista Ames-Cook	What are Enhanced and Grade-Separated Crossings? Why is this map such poor quality? Please include a high-resolution image that includes reference points and/or landmarks.	Map 3-5	3-9	Definitions were added to the map and it was made higher resolution. The lower resolution was used to reduce the file size of the chapter for the Konveio platform where it was uploaded for the 60 day public review.
ON75	Alexandria	Terms used on these maps need to be defined somewhere, I don't know where to look for these definitions. If we want the RP to be understandable by the greater amount of people interacting with it, we need to translate or offer definitions for industry-specific terminology everywhere.	Map 3-5	3-9	Definitions were added to the map.
ON76	Alexandria	I see the definitions below in the paragraph, but the maps don't reference that, for example.	Map 3-5	3-9	Definitions were added to the map.
ON990	Charity Lee	This map would be easier to read if the existing and proposed roads were added.	Map 3-5	3-9	Edit made.

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L123	Friends of Flagstaff's Future	Explain How the Costs of Increased Density Will Be Paid For: It would be helpful to understand how the plan envisions that the increased financial burdens associated with densification will be paid for. Increased density requires increased infrastructure and Flagstaff only has impact fees for police and fire protection. It seems inevitable that the increased costs will be shouldered by the current residents and businesses even though there is little to no certainty that it will ensure that their children and grandchildren will be able to afford to rent or buy a home here.	GLU Chapter	4-	
L135	Friends of Flagstaff's Future	We recommend that the city take an incremental approach to increasing density since densification can have unintended consequences such as gentrification and cause an increase in the need for new infrastructure and city services. One strategy is to incrementally allow for increased building heights with a regulation that says that the maximum building height can only be two stories or one and a half times the height of the directly adjacent buildings, whichever is greater.	GLU Chapter	4-	
W73		HOH Regional Activity Centers are not carried forward. We can't resolve the incompatibility without more guidance.	GLU chapter	4-	
L157	Equity Climate Advisory Group	Feelings of frustration regarding fixable issues when approached with the needs of the community at the forefront of decision-making processes; we suggest stronger language, and actions regarding limiting the amount of Short Term Rentals, Second homeowners out of the county/city, and focus on student housing rather than local housing. We do not see a section in chapter 4 that addresses any of these points directly and would like to know what the Regional Plan could do to address these major issues facing the area.	GLU Chapter	4-	
ON101	Michele	This should be clarified to indicate that some people have to live outside Flagstaff. How many people are living outside the City? Quantify this.	"... the community has seen a steady rise in housing costs and increased commute times as people who work in Flagstaff can only afford to live in outlying communities"	4-1	

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ON100	Michele	Clarify the estimated density here. Also, some of JWP development falls under the 2030 Regional Plan, not this Regional Plan.	"As a result of this project, 1,820 acres of new neighborhoods and commercial areas are expected to be developed in the next decade"	4-1	The use of acres instead of density in this description is because we don't know the future density of all of the development on these parcels. There is a mix of properties being developed under current entitlements, properties being developed under the current Regional Plan and properties that will be developed under the updated plan. There is a concurrent JW Powell Specific Plan process to address this uncertainty.
ON103	Michele	What type of housing has this been? Single-family homes, multi-family.? What has been the increase in second home ownership in this 30 year period?	"In the past three decades (1990-2020), the City has added around 5,000 units per decade..."	4-1	Data was added on types of housing. Data on second homes is in Ch.5.
ON233	Michele	Information presented at the Economic Outlook Conference at NAU on 11/7/24 included the fact that over 51% of mortgages in Flagstaff, during the year of 2021, were for secondary residences.	"In the past three decades (1990-2020), the City has added around 5,000 units per decade..."	4-1	Staff looked into this study and decided not to include it. Additional housing data was added to Ch.4 and Ch.5.
ON688	Michele	But did this pace decrease from the Great Recession onward? That's what happened nationally and it would be good to know if this occurred in the City as well. Break this figure down more to determine if the rate changed/lessened over this time period.	"In the past three decades (1990-2020), the City has added around 5,000 units per decade..."	4-1	Added two tables with more granular data on added housing units.
ON1028	Krista Ames-Cook	Check punctuation - no period needed here unless it's the end of the sentence. If so, then the next sentence should start with a capital letter.	"Neighborhoods near JW Powell Boulevard and Lone Tree Road. added..."	4-1	Edit made.
ON707	Celia Barotz	Upper case W for West.	"New subdivisions developed in west Flagstaff..."	4-1	West Flagstaff is not a formal placename or street name and is therefore not capitalized per the style guide used for the plan.

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ON1030	Krista Ames-Cook	The Bellemont area can only support additional residential communities if the county is going to build the infrastructure that is needed for emergency access, an additional exit, and alternate routes to Flagstaff and/or surrounding areas. Forest Roads that are inaccessible and closed for months at a time are not sufficient.	"The availability of water and sewer services in Bellemont supports denser development..."	4-1	The secondary interstate interchange for Bellemont is a study called for in the ADOT 5 year plan.
ON458	Sandra Lubarsky	I think it's important to make it clear that the majority of this new housing is student housing and it is related to the increase in student population at NAU during that time period.	"The largest increase in construction of new housing units is in the vicinity of the Milton Road corridor."	4-1	We avoid the term student housing because students can live anywhere in any housing. We do not address High Occupancy Housing in the Regional Plan because there is a separate specific plan for that type of construction.
ON729	Jeff Cocking	This is misleading. The development along Milton is strictly student housing and should be brought to the attention this type of housing is not available for permanent residents.	"The largest increase in construction of new housing units is in the vicinity of the Milton Road corridor." Reply to ON458	4-1	These are still considered housing units. Staff and individual Councilmembers have confirmed that these properties allow residents who are not students to live there. Given that Milton is directly adjacent to campus the HOH Plan recommended that this is the best location for high occupancy housing in the City as it has ready infrastructure and limited impact on historic neighborhoods and buildings.

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ON459	Sandra Lubarsky	I think it should be noted that the goal of mixed-use activity centers was not clearly achieved in the Milton corridor units. So that presents a continuing challenge since it is a key element in creating walkable neighborhoods.	"The market trend toward multi-story, mixed-use apartments supported the Flagstaff Regional Plan 2030 goals of creating mixed-use activity centers that function as walkable, denser neighborhoods."	4-1	There have been improvements in walkability, transit ridership, and bike lanes on Milton. The biggest issue is that the city doesn't control the right-of-way and so we have also worked with ADOT on the Milton Road Corridor Plan which will eventually lead to the improvements that will be key to making Milton a corridor within a walkable neighborhood.
ON102	Michele	This simplifies the issue of rising costs to only housing demand, when there are many other factors in play such as inflation, high construction costs, location, interest rates, speculation, etc.	"This pace of housing production has not kept pace with demand for housing..."	4-1	These factors change a lot over time and there are only certain factors about the cost of housing that we can control via the plan. Chapter 5 discusses some of these other influence but the plan cannot address them in policy due to its scope.
ON98	Michele	Put dwelling unit growth in relationship with population growth so it means something.	"This pace of housing production has not kept pace with demand for housing..."	4-1	Added Table 4-2 with population and housing unit changes.
ON546	Bonnie	Fort valley has a minimum square footage requirement that is outdated and is not in line with ecological or sustainable development. Smaller sq footage would allow for more sustainable and affordable housing.	"Within unincorporated County portions of the Region, the primary development has been single-family homes, ... in... the Fort Valley 180 Corridor on large parcels of one or more acres."	4-1	Changing the minimum parcel size would require an area plan update and a County Zoning Ordinance update.
W35		more upfront on resistance to wildfire - setbacks from NFS lands	Chapter Principles and Current Conditions	4-1	This is mentioned in the Rural Neighborhood guidelines (p. 4-32) and covered in the goals and policies in chapter 3.

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L198	Equity Climate Advisory Group	Comments just below the Map 4-1 express great points from the online PDF. Commenters are expressing great frustration with what feels like obvious and fixable issues, including limiting the amount of Short Term Rentals, Second homeowners out of the county/city, and focus on student housing rather than local housing. I don't see a section in chapter 4 that addresses any of these points directly and would like to know what the Regional Plan could do to address these major issues facing the area. [Responding comment:] NOTE FROM ABOVE COMMENT: Many of these issues are addressed in Chapter 5.	Regional Growth Trends	4-1	A cross reference was added to Ch.5, which is where these topics are discussed further.
ON1099	david r	Again, address how housing units are being used. The housing issue is not addressed if housing units become short term rentals or second homes.	Regional Growth Trends 2012-2022	4-1	This is addressed in Ch.5.
ON1261	Nat	The MSA for Flagstaff since 2012 is estimated to be about 5,000 folks. Of course, of those 5000 not all are head of households. But 5,246 new dwellings have been built according to what is written. What am I missing? If students are not included, than including them would add about 3,000 students between 2012 and 2022 on the flagstaff campus, 18k up to 21k. Assuming the increase in students is not absorbed in campus housing and most students share living space some fraction of the 3000 would require new housing. Maybe the cost of housing is due to the lack of housing for sale and not the lack of housing. If that's the case then the plan is based on unsubstantiated cause and effect	Regional Growth Trends 2012-2022	4-1	Added tables showing added dwelling units by year and population change 2000-2020. The 10 year housing plan went into detail on the reasons there is a shortage in housing based on the previous decades of building data. Keeping pace for a decade is a start but the community needs to build units to make up the back log of housing that was in demand and not built and prepare for future demand to increase housing affordability and attainability. Students and campus housing are further discussed in Ch.5.
ON685	Sat Best	Please discuss accessory dwelling units in this section. Many areas are being built out, but codes have been changed to encourage ADUs. ADUs are a great way to increase density while maintaining community character, and we should be looking for ways that the City and County can encourage more to be built.	Regional Growth Trends 2012-2022	4-1	ADUs are addressed in the new Table of Density Ranges (p. 4-11) and the Table of Zoning Compatibility (p. 4-12 and 4-13), as well as in the Suburban and Rural Neighborhood guidelines.
ON99	Michele	NAU growth should be included in these trends.	Regional Growth Trends 2012-2022	4-1	NAU students are included in population numbers but on-campus units are not because they are not within the City's jurisdiction.

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ON126	Zak	The speed transit can go also effects this. If the bus is slower people who own cars will not take it. Bus Rapid Transit and Transit-Controlled Lights would facilitate this.	"People: Activity is the biggest driver of transit ridership."	4-10	This is covered by the TR goal and policies.
CM64	Commission on Inclusion & Adaptive Living	"Enhanced Pedestrian Crossings with curb cuts, truncated domes, and accessible pedestrian signal devices."	Figure 4-2	4-10	This is too much detail and would be addressed in the master streets plan.
IP227	NULL	I'd like to see bus rapid transit (66, Milton, others).	Figure 4-2	4-10	BRT needs a larger road than this example.
IP228	NULL	Increase Edge Friction	Figure 4-2	4-10	The trees in Figure 4-3 (Suburban Center) were made taller as that was a better illustration for showing edge friction.
IP229	NULL	Landscaping should capture water	Figure 4-2	4-10	Figure 4-3 (Suburban Center) and 4-5 (Neighborhood Commercial) were edited to show examples of this.
IP230	NULL	Eliminate parking minimums in this zone	Figure 4-2	4-10	The RPC discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
ON1033	Krista Ames-Cook	People choose to live (and visit) the Flagstaff area for the beautiful views and scenic landscape. These mixed-use buildings are an eyesore and block the stunning views. The taller buildings must stop. It is absolutely baffling that this is the "current and desired condition" of an urban center in Flagstaff and Coconino County.	Figure 4-2	4-10	Much of the city is zoned to allow building heights up to 60ft and the plan does not propose to change this.

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ON1260	Laura Zirino	The ponderosa-covered easements need to be maintained. I don't see them here. They preserve the mountain character of Flagstaff and the feeling of being within the forest, not just living on the boundary.	Figure 4-2	4-10	Ponderosa pine tree preservation must be balanced with Firewise principles for public safety. There are no city managed "easements" for pine trees, they are just maintained by property owners or part of a Resource Protection Plan. Most of the ones the commenter likely sees are just ones preserved by property owners without any city impetus.
ON127	Zak	Would love to see raised pedestrian crossings and speed humps. Would also love to see increased edge friction including chicanes. Plantings should be native vegetation and be used to capture water in a more impermeable setting.	Figure 4-2	4-10	Raised bumps are problematic for snow operations. Features that increase edge friction was added in Figure 4-3 (Suburban Center) and landscaping to capture rain was added in Figure 4-3 and 4-5 (Neighborhood Commercial).
ON467	Sandra Lubarsky	Those taller buildings look formidable, unfriendly, and not conducive to local, independent business development. How can we ensure that our urban center maintains the character of a mountain town?	Figure 4-2	4-10	The buildings were changed to yellow, so that they do not resemble glass office buildings. A sentence was added to each illustration clarifying that the building forms are conceptual.
ON558	Ben Ruddell	Physically separated bike lanes and grade separated crossings are mandatory if we want cycling to ever become a major transportation option in Flagstaff. Without these, it's simply too unpleasant and dangerous.	Figure 4-2	4-10	There is a bikeways map in Ch. 4 that displays these but they will not be built everywhere.
ON744	Emily	60 Ft is roughly 5 stories?	Figure 4-2	4-10	60 feet is the maximum current height in most commercial zones in the City and can accommodate between 3 and 6 floors depending on the design and construction of the building. The illustration key was edited and 60ft was removed.

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ON971	David	In this "desired urban center" it would be good to show the transit stop as a pull out with a bus or van at the shelter. This pull out design allows vehicles to get around the bus, improving vehicular flow. It also allows for an unhurried embarking and disembarking to/from the bus or van, increasing transit riders satisfaction.	Figure 4-2	4-10	Mountain Line prefers no pullouts because they slow down the buses.
W37		Doesn't match transect	Figure 4-2	4-10	Not a transect area.
W38		Add accessible parking kiosk station	Figure 4-2	4-10	Edit made.
W39		add pay booth	Figure 4-2	4-10	Edit made.
W40		B - delete "up to 60 ft", replace with or midrise apt	Figure 4-2	4-10	Edit made.
ON1254	Laura Zirino	I agree with this comment. The so-labeled "desired urban center" is an absolute eyesore that loses the character that makes Flagstaff special. The second photo could be Phoenix! We need to keep the views and connection to nature that people move here for. There is no way to provide homes for everyone who wants to live here without destroying the character of Flagstaff. I agree that more affordable homes are needed, but it must be balanced with preserving the views/natural areas. 60 foot buildings are six stories high-that is way too high for Flagstaff!	Figure 4-2, reply to ON1033	4-10	These images intentionally showed view reduction at the Committee's request because it is realistic.
ON816	Val	I dislike the reduction of our Flagstaff beautiful views. We must be very careful on how many of these tall buildings are built, where these buildings are placed and the direction in which they are placed. Aspen Place is a mess after a snow as the sun does not shine on the road and we have a dangerous situation.	Figure 4-2, reply to ON744	4-10	These images intentionally showed view reduction at the Committee's request because it is realistic.
CM63	Commission on Inclusion & Adaptive Living	"Physical Form:...Key features include...accessible and inclusive spaces....parking lots that include accessible parking..."	What is Transit-Supportive Land Use?	4-10	Edit made.
CM65	Commission on Inclusion & Adaptive Living	"Enhanced Pedestrian Crossings <u>with curb cuts, truncated domes, and accessible pedestrian signal devices.</u> "	Figure 4-3	4-11	This is too much detail and would be addressed in the master streets plan.

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ON1034	Krista Ames-Cook	Mixed use buildings up to 60 feet should not ever be the "Current and Desired Condition" of a Suburban Center in the Flagstaff and Coconino County area. The stunning views of the peaks will be blocked. We must preserve and protect the natural beauty of northern Arizona.	Figure 4-3	4-11	60 feet is the maximum current height in most commercial zones in the City and can accommodate between 3 and 6 floors depending on the design and construction of the building. It is allowed in large swaths of areas that impact viewsheds and at this point cannot easily be rescinded. Therefore it is important to show what we do want. The Regional Plan Committee requested that these illustrations show views being blocked because it is realistic and this has been misunderstood by the community.
ON1256	Laura Zirino	Figure 4-3 is absolutely hideous! The buildings are too tall, too much density, and the views of the mountain are obscured. Just looking at Figure 4-3 feels claustrophobic. How is anything in this photo maintaining the connection to nature and natural beauty of Flagstaff?	Figure 4-3	4-11	The streetscapes in this illustration were adjusted to show a more walkable, pleasant pedestrian realm. The buildings were made yellow to avoid creating an association with glass office buildings and a sentence was added clarifying that the building forms are conceptual. The views were intentionally blocked at the request of the Regional Plan Committee, because it is a realistic representation of a height that is currently allowed in much of the city.
ON1257	Laura Zirino	One thing this city has done well is include easements with natural landscaping around town. The presence of these easements, usually with ponderosas, makes you feel like you are in the forest, not just near it. Where are the land easements in this photo? All I see is concrete, just like the large, crowded metropolis I left behind when I moved here. Without the easements Flagstaff gets closer to becoming another generic suburbia.	Figure 4-3	4-11	The City does not maintain easements with natural landscaping along roads. The trees in this illustration were made larger.
ON128	Zak	So many strip malls in Flagstaff never use all their parking. Parking spaces should be removed to allow this infill.	Figure 4-3	4-11	Added Policy PK.2, which addresses this.
W41		B - delete "up to 60 ft"	Figure 4-3	4-11	Edit made.

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W42		B - building too close to the street	Figure 4-3	4-11	The sidewalk was widened.
CM66	Commission on Inclusion & Adaptive Living	“Enhanced Pedestrian Crossings with curb cuts, truncated domes, and accessible pedestrian signal devices.”	Figure 4-4	4-12	This is too much detail and would be addressed in the master streets plan.
ON1035	Krista Ames-Cook	Incremental infill should be carefully planned to not block the views of the San Francisco Peaks and other natural landscape.	Figure 4-4	4-12	This is not legally enforceable. The RPC asked that buildings block views in the illustrations to demonstrate what is realistic.
W43		bike lane blocked by delineators	Figure 4-4	4-12	Edit made.
ON832	Laura Huenneke	does this include potential access to public services (e.g. post office, maybe municipal operations like County Treasurer or Recorder)?	"Allow for limited drive-up booths and drop-off areas for banks, hotels, food and beverage kiosks, and similar uses"	4-13	Yes.
ON1114	Sandra	Is there a reason to prefer a gridded street system? There are problems with a grid plan in relation to street congestion. And such plans often lead to a rather bland, even monotonous character.	"Be designed based on gridded street systems and consider constraints..."	4-13	Yes. Gridded street systems are most efficient for land use and transportation, they improve the ability to lower travel distances and thus improve walkability. For instance, a denser development in a location like the Hub's can disperse trips throughout a grid while a denser development with access off a single road can only add traffic to that road. We also respectfully disagree that Townsite, Downtown, Southside, La Plaza Vieja and Sunnyside are bland and lack character. This is the typical pattern of our valued historic neighborhoods.
ON130	Zak	Upvote	"Be within a quarter to one-third of a mile walking distance from open spaces and parks"	4-13	No change suggested.

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ON132	Zak	Some roads should be considered for closing to cars to allow more open 'market style' foot-based traffic. Aspen between Beaver and Verde should be considered for this treatment. Could be considered for only between Memorial Day and Labor Day as a pilot program.	"Develop high pedestrian, bicycle, and transit connectivity via the street network and improved with dedicated facilities"	4-13	This suggestion is too specific for the Regional Plan. Street closures are discussed on p. 6-12. This is a concept that has been address in neighborhood plans in urban areas.
ON134	Zak	This can only be achieved without parking minimums	"Future Desired Density/Intensity: More than 50 dwelling units per acre."	4-13	Future Desired Density was removed from this page - see new Table of Density Ranges and revised Table of Zoning Compatibility. The Jack is 81 duac and meets the parking minimums of the transect zones that it was built using.
ON137	Marilyn	It would be helpful throughout this plan to give existing examples of where the dwelling per acre suggestions already exist here in Flagstaff. It is hard to conceive of what types of structures would have to be built in an area allowing 50 units per acre. Are there any already in Flagstaff?	"Future Desired Density/Intensity: More than 50 dwelling units per acre."	4-13	Added density to photos in Ch.4 and added additional photos to illustrate density. Yes, there are multiple developments over 50 duac, such as the Jack (81), the Village at Aspen Place (75), and the Standard (51).
ON133	Zak	Some of these vacant lots should be set aside for public use, floodwater mitigation, parks, community gardens, etc.; and instead more adaptive reuse or upzoning of existing constructed parcels.	"Give preference to adaptive reuse of buildings and development of vacant and underutilized parcels over demolishing historic buildings and landmarks."	4-13	This is true in other land use categories but not in Urban Centers.
ON1117	Sandra	I very much appreciate this point about preservation of historic buildings and landmarks. It is especially important in the urban core if we are to preserve a sense of place and community character.	"Give preference to adaptive reuse of buildings... over demolishing historic buildings and landmarks"	4-13	No change suggested.

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ON136	Zak	Downtown parking should be more expensive or demand-based. This is a huge lost revenue source for the city. Discourages public transit use. The fee is likely low enough that it costs more to manage the parking and contract than the city makes in fees.	"Implement managed parking, such as a Parking district"	4-13	<p>Parking and transit fees are outside the scope of the Regional Plan.</p> <p>Parking rates are outside of the Regional Plan.</p> <p>EV charging is an accessory use to a parking lot and not an automotive land use in its own right.</p> <p>No change suggested.</p> <p>This guideline was deleted as it is covered by new Policy I.1, which specifies "affordable housing."</p>
ON929	John	if you raise the parking rate, there needs to be a subsidy program for downtown business owners or employees of downtown businesses so the cost to park for people who WORK downtown remains feasible.	"Implement managed parking, such as a Parking district." Reply to ON136	4-13	
ON835	Val	But do include EV charging stations.	"Locate limited auto-oriented uses such as gas stations, car washes, and drive-through restaurants on major and minor arterials"	4-13	
ON129	Zak	Upvote	"Locate midrise apartment buildings without a commercial first floor walking distance from the central commercial area"	4-13	
ON131	Marilyn	Prioritize public investments for affordable and attainable housing not all housing.	"Prioritize capital and utility investments to support infill, attainable housing, transit, and walkability."	4-13	

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ON135	Marilyn	I assume that a lot of capital investments would need to be made to upgrade the water and sewer services for greater density. If there is public investment, what kind of guardrails will there be to insure that the new developments are not gentrification that only wealthy second home owners can afford or student housing? We need to specify the kind of housing we want to see if public funds are used.	"Prioritize capital and utility investments to support infill, attainable housing, transit, and walkability."	4-13	This guideline was deleted as it is covered by new Policy I.1. Many areas of the City already have sufficient infrastructure to support higher densities. The HOH Plan has an analysis of readiness that demonstrated that central west Flagstaff, where most Urban Centers are located, had adequate infrastructure. There is a need to upgrade infrastructure east of Switzer Canyon to allow for increased densities.
ON836	Val	Perhaps a store front library as well.	"Provide accessibility to ground-floor businesses and community services for pedestrians directly from a public space"	4-13	A library would be a community service.
CM67	Commission on Inclusion & Adaptive Living	"Urban Centers Should...merged parking (which includes accessible parking)..."	Urban Center	4-13	Goal PK covers this by saying "ensure efficient use of parking infrastructure for all users."
CM68	Commission on Inclusion & Adaptive Living	"Urban Centers Should...ADD: >>Provide spaces accessible and inclusive for all community members."	Urban Center	4-13	Added Policy PK.4.
ON817	Val	There is no (well, very little) mention of schools in this Growth and Land use section.. Schools referred to are pre-school, elementary, middle and secondary. Students need to access them easily.	Urban Center	4-13	Schools are a public facility and they are supported in all land use categories. See Goal I and the Table of Zoning Compatibility (PF zone).

Comment ID	User name	Comment	Comment Location	Page	Response
ON972	David	Somewhere in this Chapter the term "15 minute city" should be introduced. It would apply to urban centers and perhaps suburban areas. Use of the term with a definition would help readers to visualize what this chapter is saying. And, there could be references to literature or research on the topic.	Urban Center	4-13	We have left this term out of the plan, but the idea of centers does discuss walkability and the importance of access, which is foundational to the 15 minute city. Unfortunately this term has become the subject of conspiracy theories and misinformation in the last 10 years.
W44		More than 50 dwelling units per acre = gross or net?	Urban Center	4-13	Dependent on city or county. See p. 4-13 for revised section on density calculations.
W45		5th bullet: no ped shed has to apply	Urban Center	4-13	There is incomplete information on how to resolve this comment.
W46		13th bullet: conflicts with transect	Urban Center	4-13	Agree, but this was requested by the Committee.
ON889	Dee Hoagland	Did I miss something? The plan mentions minimum height of commercial buildings at 2 stories. Is there a maximum height of all buildings? 5 story residential buildings in older single family neighborhoods are an eyesore.	Urban Center	4-13	The maximum height is set by the zoning category. In most Urban Centers, 60ft is the maximum building height. Transect Zone T6 allows a higher building height in the central business district. Current single-family neighborhoods are generally marked as Urban or Suburban Neighborhoods on the Future Growth Illustration, not Urban Centers.
ON139	Zak	Upvote	"Provide connectivity to open spaces and parks within a quarter to one third of a mile walking distance"	4-14	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
ON138	Zak	Upvote for parking that counts more than once in minimums (I assume that's what is meant by 'serves multiple properties'). Still would like to see a reduction in parking minimums in this zone.	"Use shared parking, managed parking, and cross property access to create efficient parking and circulation that serves multiple properties whenever possible"	4-14	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
ON140	Marie Jones	This seems to be an example of an urban center project rather than suburban.	Photo: S Beaver St and W Butler Ave	4-14	Replaced photos on this page with photos of The Standard and Fremont Station.
CM69	Commission on Inclusion & Adaptive Living	"Suburban Centers should...use managed parking, <u>accessible</u> parking..."	Suburban Center	4-14	See new Policy PK.4 which applies to all parking areas.
CM70	Commission on Inclusion & Adaptive Living	"Suburban Centers should...ADD: >>Provide spaces accessible and inclusive for all community members."	Suburban Center	4-14	See new Policy PK.4 which applies to all parking areas.
ON890	Dee Hoagland	Prioritize sustainable building practices to facilitate carbon neutrality.	Suburban Center	4-14	See new policies CA.4 and CA.5 in Ch.3.
ON1121	Sandra	I am concerned about the difference between "provide connectivity to open space and parks" --in suburban centers--and "be within a quarter to one-third of a mile walking distance from open spaces and parks?" --in urban centers. We need to do whatever we can to make suburban centers less auto-oriented--and that includes making open spaces/parks within walking distance.	Suburban Center - "Provide connectivity to open spaces and parks within a quarter to one third of a mile walking distance"	4-14	The Urban Center language was updated to match the Suburban Center guideline.
ON141	Zak	Upvote, looking at you SE Flag	"Their objective is to reduce the need to travel out of the area to meet day-to-day needs."	4-15	No change suggested.
CM71	Commission on Inclusion & Adaptive Living	"Rural Centers should ADD: >>Provide spaces accessible and inclusive for all community members."	Rural Center	4-15	Added "provide social gathering places."

Comment ID	User name	Comment	Comment Location	Page	Response
ON1067	Nick Zachary	I agree many rural centers already have valuable markets and corner stores like the ones pictured that act as a hub for local residents. As the region supports local agricultural development, these existing hubs should be considered as distribution centers for locally grown produce and value added food products. The recent Flagstaff & Northern Arizona Community Food Systems Assessment points to the lack of retail outlets for these goods which 1) have customer demand and 2) currently are largely sold at events like weekly farmers markets. Cutting down the steps it takes to get from farm to market to table also helps achieve the 2030 carbon neutrality goals.	Rural Center	4-15	This is covered by the guideline, "highly encourage services that support agriculture."
ON837	Val	Add schools (they are mentioned above) library, and parks(IE social gathering places).	Rural Centers should	4-15	Schools are a public facility and they are supported in all land use categories. See Goal I and the Table of Zoning Compatibility (PF zone).
ON838	Val	Retain scenic visibility.	Rural Centers should	4-15	This is not legally enforceable on private land.
ON468	Celia Barotz	Why lower case d for districts here and then upper case D in other places?	"There are two types of districts: Commercial and Employment."	4-16	Edit made.
ON1125	Sandra	1. I am concerned that Commercial Corridors are simply strip malls with some housing. Why not work to do away with strip malls since such "malls" are based on auto-dependent assumptions? 2. If such areas actually develop into areas with significant housing, then they need to be defined in such a way that they include the amenities that ensure that they are "neighborhoods." Otherwise, I fear that they will become low-income housing areas lacking in the structures that provide equitability.	Corridors	4-16	Suburban Corridors allow for strip malls. Strip malls can actually be entrepreneurial incubators and the City is not trying to eliminate them with the Corridor guidelines. The goal is to have mix of housing along corridors so there are customers walking and using transit in these areas and to support a great mix of commercial uses. In Flagstaff, there are just some areas where geographically the parcels are not deep enough to form a neighborhood, i.e. Rt. 66 between Switzer Canyon and Sunnyside.

Comment ID	User name	Comment	Comment Location	Page	Response
ON142	Marilyn	What proposed streets would be considered corridors? JW Powell? Lone Tree? what are the implementation strategies that will enable land to be reserved along new roads for high density and commercial development?	Corridors	4-16	Planned roads were added to the Future Growth Illustration. It is a minor plan amendment to designate a new corridor area (see p. 2-8).
ON143	Zak	It sounds like Bus Rapid Transit should be central to these corridors	Corridors	4-16	This is covered by the TR goal and policies.
ON144	Marilyn	I think Neighborhood Commercial designations need to be mapped as to show their desirability in new developments. I don't think they should be parcel specific but I do think the map should identify future development sites as encouraging these designations. Maybe a category of floating neighborhood commercial designations that is not as strict as what we mapped last time as fixed neighborhood activity centers shown within the areas as suburban.	Neighborhood Commercial	4-16	This is very hard to show in large parcels. Neighborhood Commercial is specifically designed as a floating zone like the landmark overlay is in the City's Zoning Code. Neighborhood plans can refine where they are located in existing and master planned areas. Remember that in the 2001 plan, we didn't map activity centers and we were later able to better define them once a few had been developed. The same strategy is in play here. Note that the Neighborhood Commercial section was removed from this page so all the information is in one place (Neighborhoods Building Block).
ON932	John	typo	Photo caption - "Rural Activity Center..."	4-16	This photo was removed as the page was reformatted.
CM72	Commission on Inclusion & Adaptive Living	<u>ADD "Enhanced Pedestrian Crossings with curb cuts, truncated domes, and accessible pedestrian signal devices."</u>	Figure 4-5	4-17	This is too much detail for this illustration. It does not call out specific design features.
ON145	Zak	Should include Chicanes (that catch and hold rainwater) and circles	Figure 4-5	4-17	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
ON148	Zak	Affordable options are only possible with overturning parking minimums	"Encourage multifamily residential uses located above and behind commercial uses."	4-18	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
ON146	Zak	Upvote	"Encourage residential and office uses located above commercial uses"	4-18	No change suggested.
ON147	Zak	Would love to see retrofits of the current urban corridors to have second and third story residential; if parking minimums are overturned. Very successful project in Los Angeles outlined here: https://www.nbclosangeles.com/news/local/costco-with-apartments-south-la-baldwin-hills/3514264/	"Encourage residential and office uses located above commercial uses"	4-18	Covered by "Encourage residential and office uses located above commercial uses."
ON149	Zak	Only possible if parking minimums are overturned	"Future Desired Density/Intensity: More than 29 dwelling units per acre..."	4-18	Future Desired Density was removed from this page - see new Table of Density Ranges and revised Table of Zoning Compatibility. The Jack is 81 duac and meets the parking minimums of the transect zones that it was built using.
CM74	Commission on Inclusion & Adaptive Living	"Suburban corridors should...high quality <u>accessible</u> pedestrian..."	Suburban Corridor	4-18	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
ON463	Sandra Lubarsky	How is this category not simply another way of talking about the development of strip malls? How do you keep this kind of commercial development from being a car-dependent destination? Rather than thinking of these as "suburban corridors," why not think of them as suburban neighborhood clusters, with the emphasis on developing them as multifamily residential-commercial areas? In other words, put the emphasis on residential development with integrated commercial activity.	Suburban Corridor	4-18	Suburban Corridors allow for strip malls. Strip malls can actually be entrepreneurial incubators and the City is not trying to eliminate them with the Corridor guidelines. The goal is to have mix of housing along corridors so there are customers walking and using transit in these areas and to support a great mix of commercial uses. In Flagstaff, there are just some areas where geographically the parcels are not deep enough to form a neighborhood, i.e. Rt. 66 between Switzer Canyon and Sunnyside.
ON719	SFK	On page 4-28 the Suburban Corridor designation is abbreviated as "SCC." Here, it is abbreviated as "SCO." You may wish to revise one of the abbreviations to maintain internal consistency.	Suburban Corridor	4-18	Edit made.
CM73	Commission on Inclusion & Adaptive Living	"Urban corridors should...high quality accessible pedestrian..."	Urban Corridor	4-18	Edit made.
ON839	Val	Provide a link to this.	"The Arizona State Mining Inspector's Aggregate Protection Guidance recommendations should be followed when considering discretionary land-use decisions."	4-19	Edit made. Note that this guideline became a guideline for all land use categories on p. 4-14.
ON240	Michele	Employee housing should not be encouraged in Employment Districts with Heavy Industrial uses. This is a major conflict.	"Workforce housing tied to a specific employer in proximity to their workplace may be considered in all employment areas."	4-19	It depends and so we are leaving it open. In the City Code, all heavy industrial uses require a conditional use permit unless in the HI zone, which is only a small number of parcels.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1126	Sandra	In addition (and more importantly, IMO) to allowing workforce housing in the employment districts, it seems important that "urban centers" be established adjacent to such districts. Right now, "suburban centers" seems to mostly be designated. Why not approve increased density next to employment districts in order to increase vitality and decrease auto-dependence?	Employment District	4-19	The areas adjacent to employment land use category are sometimes urban and sometimes suburban and sometimes rural. The plan supports densities above 30 duac for both Suburban Centers and Urban Centers.
ON104	Michele	Define census blocks.	Map 4-1	4-2	Clarification was added to the map.
ON556	Ben Ruddell	What's the plan to work with the State on the disposal and fate of the large areas of state trust land immediately adjacent to the city? Will one of these blocks suddenly become... an air force base, huge casino, nuclear waste dump, refugee camp, or mega-development? Please address this in the plan.	Map 4-1	4-2	This is addressed in the Land Use Framework and Future Growth Illustration by adding a Federal lands and Working Landscapes category for State land that we expect to not be auctioned in the next 20 years. When auctioning property, ASLD considers the future land use category in their appraisals and in their conditions of sale. ASLD has reviewed all land use categories applied to their property. Federal land management is not within the scope of a local government regional plan because of the supremacy clause of the US Constitution.
ON992	Charity Lee	The map is poor quality. Update so it's legible.	Map 4-1	4-2	Edit made.
L37	Coconino NF	Page 4-20, Building Blocks: Landscapes - Should identify that these areas should be managed to maintain low fuel densities in order to be sustainable.	Landscapes	4-20	Edit made.
CM75	Commission on Inclusion & Adaptive Living	"University and...ADD: >>Provide spaces accessible and inclusive for all community members."	University and Research District	4-20	No change. Some URD areas may not support full public access - this is captured in the guideline "Allow for public and quasi-public settings."

Comment ID	User name	Comment	Comment Location	Page	Response
ON1128	Sandra	Similarly to employment centers, it seems important that "urban centers" be established adjacent to research districts. Why not approve increased density next to these districts in order to increase vitality and decrease auto-dependence?	University Research District	4-20	The areas adjacent to employment land use category are sometimes urban and sometimes suburban and sometimes rural. The plan supports densities above 30 duac for both Suburban Centers and Urban Centers.
ON442	Sat Best	How can the City encourage and support more student housing on campus to reduce housing pressure in the City?	University Research District	4-20	The URD description allows for housing and the word campus only applies to some settings under this category.
ON840	Val	"On Campus" is the desired reference here.	University Research District, reply to ON442	4-20	The URD description allows for housing and the word campus only applies to some settings under this category.
ON841	Val	Perhaps consider adding, "No harm water resources ".	"Forestry, mineral extraction, recreational developments, and land uses compatible with surrounding federal land management plans may be considered appropriate uses so long as they do not require extension of water and sewer infrastructure."	4-21	Water quality policies from Ch. 3 apply.
L38	Coconino NF	Page 4-21, Federal Lands and Working Landscapes, "Development that requires road access should not exceed what is permitted by federal agencies that provide road use permits or easements" - Developments should not require road access through Federal lands unless there are no other options. Federal agencies will only permit one access route to private lands per law and regulation, and only if there are no other viable access options. The Forest Service will not be able to permit additional access routes for emergency egress lands on National Forest System lands if there is already reasonable access to the property.	Federal Lands and Working Landscapes Implementation Guidelines	4-21	Added this as a footnote.

Comment ID	User name	Comment	Comment Location	Page	Response
L39	Coconino NF	Page 4-21, Federal Lands and Working Landscapes, "Seek opportunities for linking urban trails to public lands." Suggest adding, "Work with Federal land managers to address potential unauthorized access points to public lands from private lands."	Federal Lands and Working Landscapes Implementation Guidelines	4-21	Added as Ch. 6 action item.
CM76	Commission on Inclusion & Adaptive Living	"Parks and ... <u>accessible</u> recreation ..."	Parks and Open Space	4-21	It does not make sense to add accessible in this language describing topic areas. Accessibility of parks and recreation is covered by Goal PROS
CM29	Bicycle Advisory Committee	the goals expressed here should link to the existing bikeways network concept from other sections of the plan and directly tie to existing maps used elsewhere.	"... the Region must ... improve bicycle and pedestrian infrastructure in and between neighborhoods."	4-22	Added link to FUTS and Regional Trails maps.
ON833	Laura Huenneke	"...and are easily/safely accessed by active transport (pedestrians, bicycles)."	"Neighborhood Commercial locations should be on streets that can support on-street parking or commercial traffic"	4-22	Edit made.
ON1038	Zenya Ledermann	potentially prioritize brownfields instead of greenfields	"The scenario planning effort demonstrated that the Region will need incremental increases in density ..."	4-22	No change. Brownfield sites are considered infill which is prioritized in goals and policies but not exclusively because of the findings of the LASS-CAP and scenario planning.
ON1129	Sandra	The word "incremental" is very important, here! It seems like this would be a good place to define what it entails.	the scenario planning effort demonstrated that the Region will need incremental increases in	4-22	the definition of the word and ... means depends on the context. The word is used further down on the page with more context.
ON1131	Sandra	Greenfield development is unlikely to do much to address our housing affordability "challenges." It seems disingenuous to link the two.	"The scenario planning effort demonstrated that the Region will need incremental increases in density ..."	4-22	It is part of the solution but not something that can fix affordability on it's own.

Comment ID	User name	Comment	Comment Location	Page	Response
ON150	Marilyn	Add: as well as increased densities in the greenfield areas.	"The scenario planning effort demonstrated that the Region will need incremental increases in density ...	4-22	Edit made.
ON1009	Hunter	It would be great to see a resurgence of small neighborhood businesses in traditionally single family residential areas. This could reduce the number of car trips per household.	Neighborhood Commercial	4-22	No change suggested.
ON1039	Zenya Ledermann	There is no mention of urban agriculture, community gardens could be incorporated here	Neighborhood Commercial	4-22	Community gardens are addressed in Ch. 3, Ch. 5, and Ch.8.
ON559	Ben Ruddell	Many people feel that some kinds of businesses create nuisances in a residential area. We either need a strong enough framework for giving the neighbors voice on these businesses, or this type of zoning should be eliminated to prevent impacts. Leaving it up to chance is a recipe for conflict and blight. Is the approval process strong enough that you would trust it to decide what kind of new business development goes in next door to your home? What do Flagstaffers think?	Neighborhood Commercial	4-22	Generally people like having walkable neighborhood commercial, but there are noise complaints and other issues that the City has to work to address. Some neighborhoods appear residential, but are actually zoned commercial and already allow this type of mixed use. Other are zoned purely residential and no commercial is accessible. The NCC and SC category in the City have more limited uses and building heights. They are what is considered appropriate in this category.
ON1073	Nick Zachary	I agree, especially regarding local food product distribution. The Flagstaff & Northern Arizona Community Food Systems Assessment found 24% of respondents expressed dissatisfaction when asked about zoning regulations that impact their food or farm business. Only 20% were satisfied with their grocery options. Look at the explosive popularity and profitability of all the different farmers markets in the last few years. This building block feels like the perfect place to bring local products to local market on a more permanent, daily basis.	Neighborhood Commercial, reply to ON1009	4-22	Added "food-related retail" to the first guideline.
CM77	Commission on Inclusion & Adaptive Living	ADD "D. Enhanced Pedestrian Crossings <u>with curb cuts, truncated domes, and accessible pedestrian signal devices.</u> "	Figure 4-6	4-23	This is too much detail for this illustration.

Comment ID	User name	Comment	Comment Location	Page	Response
IP226	NULL	I wish this protected open space while redeveloping existing uses.	Figure 4-6	4-23	The drawing was revised to show this is not an open space parcel. Vacant land is not always open space.
ON1036	Krista Ames-Cook	Multifamily housing options should be no taller than two stories. Otherwise, the scenery and mountains are blocked and will ruin/tarnish the natural beauty of the area.	Figure 4-6	4-23	Much of the city is zoned to allow building heights up to 60 ft and the plan does not propose to change this.
ON151	Zak	Would rather see redevelopment of existing lots instead of loss of rare publicly accessible open space.	Figure 4-6	4-23	The drawing was revised to show this is not an open space parcel. Vacant land is not always open space.
ON842	Val	I would prefer two story rather than three. They would blend in better with the neighborhood.	Figure 4-6	4-23	Much of the city is zoned to allow building heights up to 60 ft and the plan does not propose to change this.
ON844	Val	Would it be beneficial to identify what could be "reused" here? Is it referring to old housing, empty lots, larger historic structures?	"Encourage adaptive reuse to increase the number of units within larger historic structures."	4-24	Adaptive reuse was added to the glossary.
ON153	Zak	Affordable options only achievable without parking minimums	"Future Desired Density/Intensity: More than 20 dwelling units per acre"	4-24	Future Desired Density was removed from this page - see new Table of Density Ranges and revised Table of Zoning Compatibility. The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.

Comment ID	User name	Comment	Comment Location	Page	Response
ON152	Zak	Typo	"Support a variety of housing types, intermixed throughout the neighborhood at as the predominant housing pattern."	4-24	Edit made.
ON782	Celia Barotz	These are condos at the corner of Beaver and Dale. I understand from someone who used to own a unit that almost all of the owners are from out of town. Some rent out their units.	Photo on 4-24	4-24	It is still an example of a courtyard apartment building.
CM78	Commission on Inclusion & Adaptive Living	"In Addition...: ADD: >>Provide spaces accessible and inclusive for all community members."	Urban Neighborhood	4-24	Covered by "dynamic public civic spaces" guideline added to p. 4-14 as a guideline for all neighborhoods.
ON1133	Sandra	Can you please also address parks/open space and public space allocation as they are envisioned for the various neighborhoods? It seems to me that it is an important feature but it is absent from these descriptions.	Urban Neighborhoods	4-24	The City is going to create a Parks, Recreation and Open Space Master Plan that will address this.
ON1138	Sandra	And please include information about the urban trail system, as well.	Urban Neighborhoods	4-24	The urban trail system is a type of bicycle and pedestrian connection.
ON1194	Erica Rackley	I see that areas identified as "Urban Neighborhood" on the map are well-established neighborhoods (Old Town, Coconino Estates, Sunnyside, Hospital Hill) where current density is far less than 20 dwelling units/acre. How does the City propose meeting these density goals without razing existing neighborhoods?	Urban Neighborhoods	4-24	Added density information to images in Ch. 4 to help raise understanding of how variable density is in existing neighborhoods.
ON1135	Sandra	as well as open spaces/parks/recreation...	"Have streets that are well organized and provide additional mid-block pedestrian and bicycle access to Centers, Corridors, Neighborhood Commercial, and transit stops"	4-25	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
CM79	Commission on Inclusion & Adaptive Living	"In Addition...ADD: >>Provide spaces accessible and inclusive for all community members."	Suburban Neighborhood-High Density	4-25	Covered by "dynamic public civic spaces" guideline added to p. 4-14 as a guideline for all neighborhoods.
ON1010	Hunter	This type of gentle density is a great approach to increasing the local housing stock while maintaining the integrity of traditional neighborhoods.	Suburban Neighborhood-High Density	4-25	Note that SN-HD and SN-MD were combined into Suburban Neighborhood.
ON155	Zak	Other zoning types should try to have trail access too	"Have trail access within, and connecting the neighborhood to, other residential areas, Centers, Corridors, parks, and open space."	4-26	This guideline was deleted and is covered by a guideline for all neighborhoods on p. 4-14. Trails are not always the most appropriate infrastructure in Centers and Corridors.
ON1078	Nick Zachary	Widespread approval of agricultural and home-based businesses should be granted in rural neighborhoods. These uses already fit the general character of these areas. The Flagstaff & Northern Arizona Community Food Systems Assessment found that 83% of respondents that manufacture a food item do so at home versus in a commercial/certified kitchen. It was also found that the distance between food producers and resources (kitchens, processing, storage, customers, etc.) is a significant barrier to starting and growing businesses in the region. If the city and regional managers prioritize the support of developing small businesses, especially in agriculture and food products, especially home-based businesses, we will build a more resilient food system while also benefitting the neighborhoods/communities they serve.	"Permit agricultural uses and home-based businesses with low traffic needs as a part of the neighborhood's character"	4-26	No change, cottage industries and home occupations are allowed in all residential zones in the county, and agriculture is a permitted use. Policies in Ch. 3 speak to support for agriculture.
ON847	Val	What does "transfer of development rights" mean? Is this something the city and or zoning board should have control of?	"Promote cluster development to preserve natural and cultural resources...."	4-26	This term was added to the glossary.
ON848	Val	What does "transfer of development rights" mean. Is this the city and or zoning board should have control of?	"Promote cluster development to preserve natural and cultural resources...."	4-26	This term was added to the glossary.

Comment ID	User name	Comment	Comment Location	Page	Response
ON154	Zak	Upvote	"Promote cluster development to preserve natural and cultural resources..."	4-26	No change suggested.
CM80	Commission on Inclusion & Adaptive Living	"In Addition...ADD: >>Provide spaces accessible and inclusive for all community members."	Suburban Neighborhood-Medium Density	4-26	Covered by "dynamic public civic spaces" guideline added to p. 4-14 as a guideline for all neighborhoods.
ON846	Val	Two story would be preferred.	Suburban Neighborhood-Medium Density	4-26	The two Suburban Neighborhood categories were combined. The compatible zones for Suburban Neighborhood now allow a maximum height of 30' to 60' depending on zone. See the revised Table of Zoning Compatibility (4-12).
ON1040	Zenya Ledermann	"encourage" rather than permit	"Permit agricultural uses and home-based businesses with low traffic needs as a part of the neighborhood's character"	4-27	No change, cottage industries and home occupations are allowed in all residential zones in the county, and agriculture is a permitted use. Policies in Ch. 3 speak to support for agriculture.
ON316	Michele James	Encourage and permit agricultural uses and home based businesses. Remove last half of sentence about low traffic needs.	"Permit agricultural uses and home-based businesses with low traffic needs as part of the neighborhood's character."	4-27	No change, cottage industry and home occupation uses are based on minimal traffic impacts to neighbors.

Comment ID	User name	Comment	Comment Location	Page	Response
ON500	Sara Sprague	What does low traffic needs as part of the neighborhood character mean?	"Permit agricultural uses and home-based businesses with low traffic needs as part of the neighborhood's character."	4-27	No change, cottage industry and home occupation uses are based on minimal traffic impacts to neighbors.
L40	Coconino NF	Page 4-27, Rural Neighborhood (RN) - Consider adding to first bullet - "Locate structures in large lots 100 feet from public lands boundaries to allow for fuels management to mitigate risks of wildfire adjacent to public lands."	Rural Neighborhood	4-27	Setting a distance is too specific and not all lots would allow for 100 ft buffer depending on the shape and topography. See also new policy PS.2 on designing greenfield development to reduce fire risk.
ON851	Val	What type of commercial activity would this area need?	Rural Neighborhood	4-27	Home-based businesses are an example of a commercial use in these areas. Rural Centers are where commercial is allowed.
CM81	Commission on Inclusion & Adaptive Living	"In Addition... <u>ADD: >>Provide spaces accessible and inclusive for all community members.</u> "	Rural Neighborhood	4-27	Covered by "dynamic public civic spaces" guideline added to p. 4-14 as a guideline for all neighborhoods.
L115	Friends of Flagstaff's Future	What are the future desired density maximums (p. 4-28) in each of the land use categories? (Some land use categories have maximums while others just have minimums.)	Table of Zoning Compatibility for Each Land Use Category	4-28	Desired Density was revised. See the new Table of Density Ranges (4-11). There is no maximum for land use categories with the High range. There is a natural limit to site potential depending on the site and many other criteria that may limit density in the Zoning Code.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1245	Paul Moore	<p>This table is helpful in getting an overview understanding, as someone with a good understanding of the goals and objectives, but not enough time to read the fine print (or even the medium print). However, it also raises questions. The phrase "more than x duac" is unclear. Does this mean anything less than this minimum density would not be allowed or does it mean this is a desired outcome. What would be super helpful would be for each category what is existing density, what is density allowed per current plan and code and what is proposed density. Will the Zoning Code have a minimum and maximum and should it match this Plan?</p>	Table of Zoning Compatibility for Each Land Use Category	4-28	<p>Desired Density was revised. See the new Table of Density Ranges (4-11). There is no maximum for land use categories with the High range. The density ranges are desired targets that will drive Zoning Code updates. A property can rezone into a compatible zone so long as the project's density meets the zone's requirements, even if the project's density is below the Desired Density range in the plan. The Zoning Code has clear minimums that will be applicable and may not always be what the plan would like to see until Zoning Code updates are completed.</p>
ON248	Phil	<p>I do not see the term "activity center" mentioned anywhere. Unless this has "morphed" into UC, SC and RC categories. Can you make this clearer to folks who were familiar with activity centers from the previous regional plan. Further I see no limits to density in these categories.</p> <p>The direction of this part of this Plan seems consistent with the so called "15 minute city". That is fine for folks looking to live in an urban setting but not for those desiring to live in a suburban or rural setting. Flagstaff now has both but that is a strength though that should be maintained.</p> <p>Yes, I see the footnote but having no limits is not desirable to most folks and encourages thinking that really means no zoning at all. Zoning is Constitutional but must weigh both pros and cons.</p> <p>Further, I believe that 40 duac for SN-HD is way too high; should be more like 29 max and for SN-MD should be more like 16 duac. And that is WITH density bonuses. There should be a much clearer cutoff for designating zones. Otherwise no neighborhood is protected by the "consistency" with general plan finding of the Code. Do you believe that getting changes in the zoning code to align with the changes in this chapter of the Plan will be easy to obtain? Maybe not.</p>	Table of Zoning Compatibility for Each Land Use Category	4-28	<p>The term "activity center" is being replaced by the simpler term of center. These categories did not have upper density limits in the current plan. The approach to desired density has been revised, see the new Table of Density Ranges (4-11). Rezoning into a compatible zone is supported, even if the project does not meet the plan's desired density. We have added density calculations to photos to help people better understand the units per acre thresholds.</p>

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ON778	Celia Barotz	Is there a reason why there is no upper limit on the density allowed in UC, SC, UCC, SCC and UN whereas in SN-HD, SN-MD, and RN there is an upper limit on density?	Table of Zoning Compatibility for Each Land Use Category	4-28	The approach to desired density has been revised. See the new Table of Density Ranges (4-11). For the H range, we are allowing for the site potential to be the maximum. Height and setbacks maybe limited by code.
ON798	Celia Barotz	Can you provide some examples of densities in the city today? For example, what is the density of the condo at Beaver and Dale that Miramonte built several years ago and the Miramonte units on Ponderosa Parkway? Also, can you provide an example of a development in the city that has a density of 40-50 duac?	Table of Zoning Compatibility for Each Land Use Category	4-28	Yes, density calculations were added to photos, when available.
ON804	Celia Barotz	Does this draft deal with maximum height limits or is that addressed exclusively in the Flagstaff Zoning Code?	Table of Zoning Compatibility for Each Land Use Category	4-28	That is addressed exclusively in the Zoning Code. The plan neither proposes increases nor keeps elected official from considering them if it is appropriate.
ON501	Sara Sprague	Include zoning for agriculture & community garden spaces and make it more accessible.	Table of Zoning Compatibility for Each Land Use Category -- Parks and Open Space	4-28	This is covered by DP.6 in Ch.3.
L33	ASLD (Rhonda Buss)	Keep ASLD informed of any proposed changes to the zoning code please..	"If one jurisdiction adopts a change to the table or map, the other entity can update its version administratively with a notice at City Council or Board of Supervisors' meeting"	4-29	Standard comment from ASLD.

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ON805	Celia Barotz	I've read number two a few times and am still not sure I full understand it. Can you try to explain what this means?	"Requests to rezone into one of the Existing Compatible Zoning Categories is assumed to be in conformance with the land-use category's Future Desired Density..."	4-29	This means that a property can rezone into a compatible zoning category, so long as the project's density meets the zone requirements, even if the density does not meet the plan's desired density. The density calculations and the first sentences introducing this table were revised.
L61	Gibson Smith	Finally, we suggest adding tools to Regional Plan that allow properties with multiple land use designations to administratively shift/relocate densities and intensities within their respective sites to provide greater flexibility while still meeting the overall intent for their properties as a whole. Meeting the City's density goals with respect to certain land use designations also depends upon how density is calculated. Excluding undevelopable areas such as resource protection areas, roads, topographical features, etc. would make reaching some of these density goals more achievable.	Table of Zoning Compatibility for Each Land Use Categorization	4-29	The density calculations section was revised. An action item was added to Ch.5 for creating a Planned Area Development zoning district. City Council weighed in on these items at their June 24 work session.
L66	Little America	The table provides for a description of each future growth illustration category (such as Suburban Corridor), as well as the compatible zoning categories for each. There is a bit of ambiguity in the "Future Desired Density/Intensity" column. For example, the "Centers" are listed as "More that X duac" such as Suburban Center at 29 or more. However, in the Commercial Districts type, that language changes to "More than X duac, when residential or mixed use in proposed" For the Resort, there will not likely be any dwelling units with the expansion of the resort proper. Two concerns. First, if the Suburban Center classification is retained contrary to the Resort's request (see Comment #1), the current text appears to require a minimum of 29 duac in any development type (as the qualifiers are not included). This does not seem to be the intent, however, the language does infer such an interpretation. Second concern is under the Resort's preferred Suburban Corridor classification. While no residential units are contemplated, the Resort is a type of mixed-use environment with hotel rooms, restaurant facilities and convention space. Additional clarification is desired to ensure that there is not an expectation of future Resort expansion efforts to be required to include residential units due to the Resort being deemed a "mixed-use" environment. The Resort would propose a minor clarifying addition to this table: Add a footnote to "Future Desired Density/Intensity" as #10 to note that: "Desired Density is only applicable to those projects that include residential dwelling units." This would clarify that non-residential development is allowed and encouraged by the Plan, and that mixed-use (which includes residential) or residential only projects would need to meet the density targeted by this table.	Table of Zoning Compatibility for Each Land Use Categorization	4-29	The approach to desired density was revised, with input from City Council at their June 24th work session. The language associated with this table was clarified. The table supports a rezone into a compatible zoning district, even if the project's density does not meet the desired density ranges, so long as the project's density meets the compatible zone's range. Language clarifying that desired density does not apply to exclusively commercial and industrial parcels was added to the density calculation section.

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L68	Scott Roberts	Additionally, we suggest adding tools to Regional Plan that allow properties with multiple land use designations to administratively shift/relocate densities and intensities within the site to provide greater flexibility while still meeting the overall intent for the property as a whole. Finally, meeting the City's density goals with respect to certain land use designations also depends upon how density is calculated. Excluding undevelopable areas such as resource protection areas, roads, topographical features, etc. would make reaching some of these density goals more achievable.	Table of Zoning Compatibility for Each Land Use Categorization	4-29	The density calculation language was revised with input from City Council at their June 24th work session. An action item on Planned Area Development zoning was added to Ch.5.
ON656	Celia Barotz	I would be helpful to provide a link to the Flagstaff Zoning Code section that explains in more detail what these zoning designations mean/allow so people don't have to search for it on their own.	Table of Zoning Compatibility for Each Land Use Category -- Legend	4-29	Edit made.
ON657	Celia Barotz	Could you explain how this future density/intensity differs from what's in the current plan so people understand more clearly what kind of densification the plan envisions?	Table of Zoning Compatibility for Each Land Use Category -- UN Density	4-29	Density calculations were added to photos throughout Ch.4 to provide comparison points. Staff has created an analysis between the 2045 and 2030 FGIs for the public hearings. However, note that just because a density was proposed in the current 2030 plan does not mean that the existing land use pattern reflects it.
ON106	Marilyn	This is a really important value that needs to be emphasized when talking about the need for density within the Urban Growth Boundary. There has been talk of the need for housing of all types. But continuing to build large homes on large tracts of land only ensure the wealthy get the benefits but not the costs of climate mitigation that the rest of us pay for by living denser with less trees and open space. We all must participate in mitigating to reduce climate change. This is an equity issue.	" ... 3) Address climate change in a manner that prioritizes people who are most impacted and ensures the costs and benefits of climate adaptation and mitigation are equitably distributed."	4-3	This call out box was deleted and a new, expanded call out box on the Climate Emergency was added in Ch.1. Equity and the connection to housing are emphasized.

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ON109	Marie Jones	Instead of “carry forward” how about “reflect”?	"City codes also support the use of native materials in site and building designs to carry forward the City's historic character"	4-3	Edit made.
ON536	Celia Barotz	I suggest making this a new paragraph.	"City codes also support the use of native materials in site and building designs to carry forward the City's historic character."	4-3	Edit made.
ON537	Celia Barotz	I think this isn't really accurate. This is not the sense I get when I look at the new homes being built.	"Modern homes and buildings in the Region often replicate these historic styles and materials and integrate the natural features of the landscape, including views, geology, and vegetation, into their design."	4-3	Changed "often" to "sometimes." Modern houses look modern but there are provision in the City Zoning Code that encourage the use of natural materials and the impacts of views on the development of property.
ON708	Celia Barotz	Is the word 'often' accurate here? Perhaps consider saying "sometimes" instead.	"Modern homes and buildings in the Region often replicate these historic styles..."	4-3	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
ON392	Sat Best	Is this really happening in a meaningful way? Look at the landscaping in front of the new buildings on Rt 66 at Ponderosa Pkwy - Starbucks, the liquor store and the car wash. The landscaping is not noticeable for its contribution to community character and it has no relation to the robust native plant landscape on the mesa above. We need to work on landscaping standards and make this statement a reality.	"The City's landscaping regulations ensure that native plants and trees are incorporated along streetscapes, in plazas, and in landscaped areas, providing shade and contributing to Flagstaff's aesthetic character."	4-3	Changed to "The intent of the City's landscaping regulations..." Also added Best Practices for Creating a Sense of Place, including a practice on native landscaping (p. 3-9). In the case of newer developments, the impact of the landscaping will increase over time as the plants mature.
ON535	Celia Barotz	I suggest you say something like, "The intent of the city's landscaping regulations is to ensure..." I don't think this is being implemented city wide.	"The City's landscaping regulations ensure that native plants and trees are incorporated along streetscapes, in plazas, and in landscaped areas, providing shade and contributing to Flagstaff's aesthetic character."	4-3	Edit made. The landscaping code is applied Citywide but does not apply to some kinds of development such as single-family subdivisions.
ON815	Val	4th street also needs LOTS of aesthetic help, sidewalks, revamping of ugly buildings, etc.	"The City's landscaping regulations ensure that native plants and trees are incorporated along streetscapes, in plazas, and in landscaped areas, providing shade and contributing to Flagstaff's aesthetic character." Reply to ON392	4-3	Corridor-specific needs are outside the scope of the plan. A Specific Plan for Sunnyside is in the Action items in Chapter 5.

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ON538	Celia Barotz	I suggest you break up this very long paragraph.	"Through a series of workshops, the public then helped generate ideas and principles for how the Region should respond."	4-3	Edit made.
L35	Coconino NF	Page 4-3, Characteristics for Development in the Region - Talks about the inclusion of native trees and plants, which we support. Could also mention that development should be fire resistant or Firewise.	Characteristics of Development in the Region	4-3	Edit made.
ON108	Michele	These describe the best elements of the region, but it's not all good. Include an honest evaluation. Continuation of sprawl, large student housing buildings, isolated neighborhoods that lack walkability and transit.	Characteristics of Development in the Region	4-3	The Regional Plan does not provide a current conditions assessment of many issues that are aesthetic and variable across the community. This is simply saying that the standards exist and there are policies about how to adjust them in Chapter 3.
ON983	Duffie Westheimer	Let's have this document commit to celebrating our authentic, irreplaceable history into the future! It is mostly read by developers so they need to know if this a priority rather than a weak suggestion.	Characteristics of Development in the Region - "... many of these designs and structures are preserved and celebrated today across the Region..."	4-3	Added Best Practices for Creating a Sense of Place in Ch.3.
ON548	Bonnie	Is the Carbon Neutrality plan still on the revised document?	Climate emergency call out box	4-3	climate emergency call out box was moved to Ch.1 and expanded significantly. A table cross referencing the Carbon Neutrality policies and the plan policies.
ON686	Sat Best	But on page 2-4, under the heading "Strategic Plans", it says the Carbon Neutrality Plan, the Housing Plan and the Transportation Plan "cannot be used in making findings of conformance with the Regional Plan" and "cannot by considered in the findings of conformance for development applications". This greatly weakens these plans.	Climate emergency call out box	4-3	This is factual statement about the type of plan these are and how they were adopted. Note that this call out box was moved to Ch.1.

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ON105	Michele	Add headings for these call-out boxes so that there is an understanding of the importance of them. Both boxes should be in color.	Housing emergency and climate emergency call out boxes	4-3	Climate and housing-related call out boxes were color coded throughout the plan.
ON982	Duffie Westheimer	The City could work with the other communities burdened with STRs to lobby, or educate, the legislature about the very real impacts on housing availability, costs, and neighborhood quality of life. STRs have pushed up housing costs because they tip the scales from owner-occupied to investment. This section needs the City to commit to being proactive about addressing our issues.	Housing Emergency call out box	4-3	Added DP.3 on legislative changes to support regulation of short term rentals. The City is working on this issue, but it is generally outside the scope of the Regional Plan because it is a lobbying activity. Note that this call out box was moved to Ch.1.
ON246	Aspen	Short Term Rentals (STR) have made the housing shortage and high cost of housing a huge problem in Flagstaff. Get control of our City's ability to limit the number of STRs, limit LLC's from out of town buying up all of our available single family houses where the profits don't benefit Flagstaff, all STRs should have the owner living on the property or turn house into long term rental. This would help with the housing shortage and costs. Our home which we have lived in for 35 years is now surrounded by STRs and the experience is so stressful putting up with the entitled vacationers that have no stake in our town and don't care that we have to sleep to get up early to go to work. They are also causing property taxes to go up for folks like us that are trying to survive all the other increases (utilities, insurance, property taxes, rent, food...)	Housing Emergency call-out box	4-3	Added DP.3 on legislative changes to support regulation of short term rentals. The City is working on this issue, but it is generally outside the scope of the Regional Plan because it is a lobbying activity. Note that this call out box was moved to Ch.1.
ON247	Aspen	No more student housing! Change student housing to affordable housing for people who work here and make this city run.	Housing Emergency call-out box	4-3	It is considered discriminatory for the City to regulate what type of people can live in a dwelling except for limited circumstances related to life safety.
ON534	Celia Barotz	I suggest doing some copyediting on this language. Perhaps start with the declaration of a housing emergency and then explain why. I suggest the list of 'problems' be consolidated. It feels repetitive.	Housing Emergency call-out box	4-3	This call out box was moved to Ch.1 and substantially revised.
ON263	Steven	I believe our battle will be with our Arizona State Legislature, who has limited the ability of Cities to regulate short term rentals to charging them a license fee and responding to complaints of noise.	Housing emergency call-out box, reply to ON246	4-3	Yes. Added DP.3 on legislative changes to support regulation of short term rentals. The City is working on this issue, but it is generally outside the scope of the Regional Plan because it is a lobbying activity. Note that this call out box was moved to Ch.1.

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ON107	Michele	We recommend that this is summarized and referenced in Chapter 1 because it provides justification for more density and it is important to illustrate that the community was involved in determining the priorities for the plan.	Scenario Planning	4-3	Edit made.
ON1101	david r	Wording is suggesting that growth is something that happen to you and you have no say in whether growth happens or not. Stop being passive. The first question, in my view, should be how much are we willing to grow and what are the consequences of that growth. Many people think of growth in terms of making more money, but growth can also impact, both positively and negatively, the quality of life. Too much of this conversation focuses on the quantity of money and not the quality of life.	Scenario Planning - How much will the Region's population grow?	4-3	There are constitutional limitations on how city's can regulate growth. In addition, limiting growth increases rents and sales prices of housing units and has negative affect on affordability. Given that there is uncertainty about growth and climate and housing emergencies, the City and County have used scenario planning to look at what future development pattern would provide the best quality of life outcomes for any growth scenario.
W47		7: Add that is only applies when housing is proposed	Chapter 4 Endnotes	4-30	This footnote was deleted as the information was clarified in the chapter.
W48		7: Do we need a measure of intensity? Not FAR?	Chapter 4 Endnotes	4-30	Not added, the approach to density in the Table of Zoning Compatibility was revised and clarified.
W49		8: What about rezoning in the Downtown Regulatory Plan or cur existing TNCP	Chapter 4 Endnotes	4-30	This footnote was added as a Table Note on p. 4-12.
ON1215	Celia Barotz	Can you explain why this is the case?	Chapter 4 Endnotes - "Not all of the compatible zones are required to meet the future desired density in future updates"	4-30	This footnote was deleted as the information was clarified in the chapter.

Comment ID	User name	Comment	Comment Location	Page	Response	
ON460	Sandra Lubarsky	The COF should only provide investment in public infrastructure in those areas where development does achieves the goal of density. Otherwise, we are essentially encouraging sprawl.	"...and improving the alignment of public infrastructure investment with areas where growth is supported."	4-4	This is something that is covered by the Cost of Development policies, just in more general terms. There are limits to what can be offered because of the gift clause in the state statutes.	
ON110	Marilyn	typo	"...moving forward with Scenario A, 'Business as Usual' which mimicked..."	4-4		Edit made.
ON709	Celia Barotz	I suggest that you add the word, 'the' before efficient.	"A major objective of the Preferred Scenario is efficient use of scarce public funds."	4-4		Edit made.
ON542	Celia Barotz	I suggest saying, '...the efficient use...'	"A major objective of the Preferred Scenario is efficient use of scarce public funds."	4-4		No change.
ON113	Michele	This should say "density" instead of "growth." Infrastructure should be focused on increasing density rather than growth in greenfields. The primary goal of this plan is growth through density.	"It includes allowing more housing density in existing neighborhoods, encouraging compact development along major transportation corridors, and improving the alignment of public infrastructure investments with areas where growth is supported."	4-4		Edit made.

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ON984	Duffie Westheimer	The existing older neighborhoods are already very densely developed. This reality needs to be acknowledged.	"It includes allowing more housing density in existing neighborhoods, encouraging compact development along major transportation corridors..."	4-4	No change. Some are, but others are very low density.
ON112	Zak	This is only possible if transit is faster and more convenient than personal vehicles. That requires overturning parking minimums, increased edge friction along the roadway, bus rapid transit, transit that controls traffic signals, SAFE, PROTECTED, and COMFORTABLE bike lanes and commercial/ employment spaces close and convenient to residential spaces.	"Specifically, it resulted in a 2.9-percentage point increase in the Region's daily share of transit trips, and a 1.8-percentage point increase in the daily share of walking."	4-4	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time. See revised TR and MT goals and policies in Ch.3. Neighborhood Commercial in the land use framework supports the last suggestion.
ON115	Marilyn	As I stated before, this may well be the case but public funds for infrastructure improvements should not be used when we don't get the development type we desire.	"The Plan cannot preclude any property owner from using their existing entitlements, even if the scenario demonstrated greater community benefits of different land uses, intensity and density of a site"	4-4	See new policy I.1 in Ch.3.

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ON461	Sandra Lubarsky	Why is the goal of diverse housing types limited to established neighborhoods and not also to new areas of development?	"The Preferred Scenario aims to create a more livable and affordable Region by encouraging more compact and diverse housing types throughout its established neighborhoods."	4-4	It is the goal for all neighborhoods. See HA and DP goals and policies in Ch.3.
ON541	Celia Barotz	Delete 'its'	"The Preferred Scenario aims to create a more livable and affordable Region by encouraging more compact and diverse housing types throughout its established neighborhoods."	4-4	Edit made
ON114	Marilyn	What is the assumption per the scenarios of the type of housing that will be build in the newly opened JW Powell neighborhood? When I participated I did not think that the variety of housing types was only being discussed as infill and/or replacement housing in existing neighborhoods. I thought this was a model for future growth in green space as well.	"The Preferred Scenario assumes that already funded project such as the Lone Tree Overpass and the JW Powell Boulevard Extension are completed, which allows for land in these areas to be opened to housing development."	4-4	We don't know the future housing types and densities of all of the development on the JWP parcels. There is a mix of properties being developed under current entitlements, properties being developed under the current Regional Plan, and properties that will be developed under the updated plan. The DP and HA policies, as well as the Land Use Framework, support a variety of housing types in greenfield areas.

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ON462	Sandra Lubarsky	If the JW Powell area is simply treated as a housing project, it will not achieve any of the City's goals related to sustainability, resilience, carbon footprint reduction, or livability in general. The challenge is how to develop the area as real neighborhoods where it is possible to walk to those services that support daily living. How do the current plans for the development of the JW Powell area support the city's greater goals and not simply add housing stock?	"The Preferred Scenario assumes that already funded projects such as the Lone Tree Overpass and the JW Powell Boulevard Extension are completed, which allows for land in these areas to be opened to housing development."	4-4	The FGI shows Centers, Corridors and Neighborhoods, which supports a mix of housing, commercial and employment.
ON111	Zak	This will only be possible with an overturning of parking minimums that put undue costs on developers, tenants, residents, and shoppers as well as taking livable space away to provide areas for cars that people may not even have and/or use.	"The Preferred Scenario demonstrated that by shifting toward this type of housing through 2045, a 20-percent reduction in housing costs versus today is possible..."	4-4	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
ON393	Sat Best	Does this take into account the second home/vacation rental demand? As Maricopa County continues to grow and Valley summers get hotter, this demand could keep housing costs high despite greater density and more housing units. It would be useful to know more about how the 20% reduction figure was determined.	"The Preferred Scenario demonstrated that by shifting toward this type of housing through 2045, a 20-percent reduction in housing costs versus today is possible..."	4-4	It does have some assumptions about second home demand.
ON540	Celia Barotz	I suggest starting a new paragraph here.	"The Preferred Scenario was projected to impact growth and land use in the following ways:"	4-4	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
ON539	Celia Barotz	I suggest saying that these actions would create more opportunities for attainable housing, rather than attainable to the workforce.	"These actions would create more opportunities for housing that is attainable to the workforce..."	4-4	Edit made.
ON447	Brenden Peterson	The following standards should also be added: 1. The City of Flagstaff's goal is to be carbon neutral by 2030 2. Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a and "Sustainability and Resilience" section of "Scenario Planning"	4-4	Added to Ch.1 and 2 that the plan cannot obligate the City to do something by a certain date. See the climate emergency call out box in Ch.1 and the added footnote to Goal CA.a.
CM59	Commission on Inclusion & Adaptive Living	"...create a more livable, <u>accessible</u> , <u>inclusive</u> , and affordable region..."	Livability & Affordability	4-4	No change, accessibility was not measured in scenario planning.
ON1243	Celia Barotz	I'm understanding this paragraph to mean that more diverse housing types will cause housing prices to go down 20% from today's housing prices. (In the context of today's prices, that is not a significant drop given how high prices are for all types of housing. Can you explain how this conclusion was reached and whether this paragraph is suggesting that diversity in housing types will result in more 'affordable' and 'attainable' housing.	Livability & Affordability	4-4	Information was added to the new scenario planning section in Ch.1 on the breakdown of newly built housing types that would result in this reduction.
ON704	Kim	I support infill and greater density because it encourages neighborliness, enhances safety, helps to address social isolation and to reduce our carbon output. I'm very much less convinced more density will result in more housing attainability for the poor and housing cost burdened. Please cite evidence and make the case.	Livability & Affordability	4-4	The Scenario Planning Summary is available on the project website and a link was added. We do consider 20% a significant drop.
ON985	Duffie Westheimer	Demand for housing will always be higher than what is available. This has been true since at least the 1920s. Livability declines with too much density. Long-term established residents are already leaving. We need long-term thinking that does not destroy what makes Flagstaff special.	Livability & Affordability	4-4	This has been true in the past, but is not true in every community, even those with tourism economies.
ON710	Celia Barotz	I suggest deleting the word 'its'.	Livability & Affordability	4-4	Edit made.
L36	Coconino NF	Page 4-4, Sustainability and Resilience - Should mention Firewise or at least developments that are resistant to wildfires.	Sustainability & Resilience	4-4	Fire resistance was not modeled in scenario planning.

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ON986	Duffie Westheimer	I have used a bicycle and my feet for 99.9% of my transportation for more than 40 years here. The fast traffic and lack of enforcement of laws makes riding here quite dangerous now. The busses that drive around mostly or completely empty need to be replaced by vans and then maybe there will be funds to increase frequency which would make the bus system more functional for busy people. However, I don't think that most people in Flagstaff will ever use the bus much. I live in a very dense central area and few if any neighbors use the bus. Magical thinking will have many unintended consequences. Get real -- then maybe the regional plan will have a positive outcome for Flagstaff and the surrounding areas.	Transportation & Infrastructure	4-4	Mountain Line's data tells a different story. And many downtown workers take the bus because there is a permit program. Mountain Line has also been the small city bus operator of the year, nationally.
ON464	Sandra Lubarsky	What we need is to ensure overall coherence of the city's design and development. Can you explain how the "building blocks" support and strengthen each other? This is a really important to understanding the total plan that is being proposed! Can you address this, please?	"It is made up a series of building blocks, such as Centers, Corridors, Districts, Neighborhoods, and Landscapes..."	4-6	The Future Growth Illustration section was revised for clarity.
ON465	Sandra Lubarsky	Yes! This is incredibly important. Can you provide a description of how the parts related to the whole?	"They help to explain how different parts of the Region relate to one another and how the future land-use categories in the Future Growth Illustration are organized."	4-6	The Future Growth Illustration section was revised for clarity.
ON116	Michele	This gives evidence of public participation which is good. But it's overly complicated and uses lots of planner terms and is pretty incomprehensible to the average person.	Figure 4-1: Scenario Planning Process	4-6	The section on scenario planning that precedes this diagram was revised and information was added that hopefully results in a clearer understanding of this diagram.
ON1029	Zenya Ledermann	Generally this section should prioritize areas that currently do not have access and other marginalized populations	Future Growth Illustration	4-6	Not enough information to understand how to resolve this comment.
ON1259	Celia Barotz	I think that the map may be hard to understand for a lot of people. What I mean by this is that it's difficult to read the map and then come up with a story or narrative that supports the map. Also, can you explain how the proposed map differs from the current one when it comes to density?	Future Growth Illustration	4-6	The Scenario planning section was expanded and the description of the land use categories.

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ON1031	Zenya Ledermann	Agreed! As it currently stands, this map is difficult to understand for those do not have prior knowledge	Future Growth Illustration, reply to ON294	4-6	The Future Growth Illustration section was revised for clarity.
IP10	NULL	Does Little America have plans?	Future Growth Illustration	4-7	Property owners in the JW Powell area have been consulted on the land use categories displayed on their properties. Not all have plans that are fully fleshed out.
IP11	NULL	This doesn't meet definition of Suburban Center - Why would transit come out here?	Future Growth Illustration	4-7	Part of the decision to provide transit in an area is whether the area has enough density to support it. If we do not create density centers in the JWP area, transit will not be able to be provided in this area.
IP12	NULL	Colors are way too similar	Future Growth Illustration	4-7	The colors were adjusted.
IP154	NULL	This should be left to be flexible for housing per bond for public works yard. Workable, bikable, access to schools/jobs. etc.	Future Growth Illustration	4-7	The City Council has given direction on this already.
IP155	NULL	Employment away from city center, gets infrastructure out there	Future Growth Illustration	4-7	Some areas of employment are close to the city center and some are further out because some uses that are industrial in nature need to be buffered from residential. Centralized land in the city is being prioritized for housing because that has the most reduction in climate impacts.

Comment ID	User name	Comment	Comment Location	Page	Response
IP156	NULL	Bring employment closer?	Future Growth Illustration	4-7	Some areas of employment are close to the city center and some are further out because some uses that are industrial in nature need to be buffered from residential. Centralized land in the city is being prioritized for housing because that has the most reduction in climate impacts.
IP157	NULL	Consistency between future growth - some things seem to show what currently exists, some show future wants	Future Growth Illustration	4-7	Yes. That is the purpose of this map.
IP158	NULL	Current local use map? Overlay?	Future Growth Illustration	4-7	This document does not contain the Zoning Map for the City or County. There is a Zoning Regional Snapshot that accompanies the plan.
IP159	NULL	Define employment districts - low density	Future Growth Illustration	4-7	We believe this suggestion is actually saying to split the Employment district into a high and low intensity category. However industrial intensity is not something that we have measures for in our regulations and therefore is not implementable.
IP160	NULL	Milton Corridor shown as higher density, urban center.	Future Growth Illustration	4-7	A portion of the Milton SC was changed to an UC.
IP161	NULL	Mobile homes/manufactured homes should be included in urban neighborhood category. This could protect existing mobile homeowners who want to make changes to their property.	Future Growth Illustration	4-7	Added MH as a compatible zone in UN in the Table of Zoning Compatibility.
IP162	NULL	(plus sign) old public works yard. (plus sign) core to downtown (plus sign) more housing there?	Future Growth Illustration	4-7	City Council has directed staff to not put housing at the old public works yard. New housing downtown is encouraged by the downtown vision and the urban designations in this area.

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IP163	NULL	More transit, fewer parking mins	Future Growth Illustration	4-7	See TR and PK goals and policies in Ch.3.
IP164	NULL	Not an employment zone - no hospital here	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use.
IP165	NULL	Should be used for housing	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. Some ED parcels became SN. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use.
IP166	NULL	Reduce parking minimums	Future Growth Illustration	4-7	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
IP167	NULL	Urban? higher density.	Future Growth Illustration	4-7	A portion of the Milton SC was changed to an UC.
IP168	NULL	No golf course on this map	Future Growth Illustration	4-7	Golf courses are too specific of a land use to address in the map.
IP169	NULL	Any commercial here? [Note: JWP SN]	Future Growth Illustration	4-7	Planned roads were added to indicate potential for future corridors, which is a minor plan amendment (p. 2-8).

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IP170	NULL	A resort? No!	Future Growth Illustration	4-7	This is an Suburban Center and a resort is one way that the land use could be created but not the only. Resorts are not a land use in Flagstaff and are considered a commercial or mixed use development depending on if they include housing.
IP171	NULL	40% we pay for a road to a golf course. No!	Future Growth Illustration	4-7	Golf courses are too specific of a land use to address in the map.
IP172	NULL	Make sub-med density [Note: JWP SC]	Future Growth Illustration	4-7	Other comments call for more commercial development and less separation of uses in the JW Powell area in order to support climate goals.
IP173	NULL	More golf courses - no!	Future Growth Illustration	4-7	Golf courses are too specific of a land use to address in the map.
IP174	NULL	Brighter yellow high density [Note: JWP SN]	Future Growth Illustration	4-7	The two SN categories were combined into one.
IP175	NULL	How are golf courses taxed? Do we subsidize them with tax breaks?	Future Growth Illustration	4-7	This is outside the scope of the Regional Plan
IP176	NULL	Make suburban medium as this use is still no determined by landowner yet. [Note: JWP SC]	Future Growth Illustration	4-7	The SC was reduced to the eastern third of the parcel. The FGI shows future land uses for all property even if the landowner has not yet proposed a use.
IP178	NULL	If this is a corridor it should have mixed use + more density along it. [Note: JWP planned minor arterial]	Future Growth Illustration	4-7	Planned roads were added to indicate potential for future corridors, which is a minor plan amendment (p. 2-8).
IP179	NULL	Delete suburban corridors as a development goal. Integrate businesses into high density areas. We need to not encourage strip mall development! Which is car-dependent + sprawn. Make it part of the regional plan ro diminish suburban corridor.	Future Growth Illustration	4-7	This was discussed at 3/6/2025 Committee meeting and the decisions was not eliminate or combine corridor categories.