

Comment ID	User name	Comment	Comment Location	Page	Response
ON359	Bruce	How is 'substantially" defined here?	"Major plan amendments should evaluate the impacts of proposals and applications that would substantially alter the balance between the goals and policies of the Regional Plan"	2-5	It's not and it is up to the individual City's plan to determine what is substantial.
ON678	Sat Best	Again, the many critical implementation items are left out of the process.	"Major plan amendments should evaluate the impacts of proposals and applications that would substantially alter the balance between the goals and policies of the Regional Plan"	2-5	The implementation guidelines were deleted, moved to Ch.4 as category guidelines, became policies, or became action items.
ON360	Bruce	Unclear how these two types of amendments differ.	"There are two types of plan amendments: major and minor."	2-5	See reference to Title 11. It is not repeated here in case Title 11 is updated in the future.
ON358	Bruce	Ah...please ignore previous comment	"When a major plan amendment is proposed to maps and text in the Regional Plan..."	2-5	Ok.
ON811	Celia Barotz	Could you provide a link to this section of the city code?	Major and Minor Plan Amendment Criteria -- City of Flagstaff	2-5	Edit made.
L139	Friends of Flagstaff's Future	State that any changes to the UGB shall require a Major Plan Amendment.	Major and Minor Plan Amendment Criteria – City of Flagstaff	2-5	Expansion of the UGB was upgraded to a Major Plan Amendment category.

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L31	ASLD (Rhonda Buss)	Concurrent processing is discussed for minor amendments. Please clarify whether major GPA's may be processed concurrently as well.	"Minor plan amendment analysis focuses on conformance with the goals and policies of the Regional Plan concurrent with an annexation or zoning code amendment application"	2-6	Title 11 of the City Code states, "2. If it is determined that a major amendment to the General Plan is required, then the application for a Zoning Map amendment cannot be accepted until the major plan amendment has been approved."
ON677	Sat Best	How does this relate to Council's rezoning of parks and open space to allow residential?	Major Amendment - "Decreasing the area of Parks/Open Space and Federal Lands and Working Landscapes categories."	2-6	Parks and Open Space cannot be rezoned to residential without a major plan amendment.
ON361	Bruce	I'm confused why deleting a goal is a major amendment but adding a goal is a minor amendment	Major/Minor Amendments	2-6	This was an Regional Plan Committee decision. See the RPC meeting on September 30, 2024 (recording available on project website).
ON333	Michele James	This should be a Major Plan Amendment.	Minor Amendments - "Changes to the UGB"	2-6	Expansion of the UGB was upgraded to a Major Plan Amendment category.
ON555	Celia Barotz	It is not clear that the current plan requires that changes to the UGB require a major plan amendment. I believe that the intent of this proposed change is that changes to the Urban Growth Boundary not associated with an increase in density or a change in the land use category will require a minor amendment and that all other changes will require a major amendment. If this is truly the case, I suggest that there be language added so that this is clear. Otherwise, the current language could be interpreted to mean that all changes to the UGB will require a minor amendment and there are no exceptions. At this point, without a better understand of how the proposed change could play out, I can't support changing the current policy that provides all changes to the UGB shall be major plan amendments.	Minor Amendments - "Changes to the UGB"	2-6	Expansion of the UGB was upgraded to a Major Plan Amendment category.
ON37	Celia Barotz	Why does the draft suggest that changes to the UGB be processed as a minor plan amendment?	Minor Amendments - "Changes to the UGB"	2-6	Expansion of the UGB was upgraded to a Major Plan Amendment category.

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ON39	Marilyn	Since I have not read the whole document I'm not sure what this means. In the last plan we had activity centers which we don't appear to have here. The regional plan was changed so the hospital property could go from neighborhood activity center to Regional activity center as a minor amendment when I think that kind of change should have been a major amendment. What protections do neighborhoods have to be part of the notification and comment process for this kind of change? I'm not sure it's defined here.	Minor Amendments - "Changing the land use category for a parcel in the UGB from an Urban Neighborhood to an Urban Center"	2-6	Title 10 and 11 provide the process for neighborhood input on any kind on General Plan or Zoning Code amendments.
ON38	Marilyn	If the Urban Growth Boundary is to change it should be considered a major amendment. If there is a proposal from a land owner to change their status, the community should be involved in this decision making and not just the Planning and zoning commission or the City Council. The choice to provide city services beyond our boundary should be taken very seriously if we want to develop a denser community as this document has called for. Expanding the boundary beyond what the plan calls for at it's conception is not a minor matter. If we believe this expansion is good for our community we can approve a request like this but the public should be informed and have input.	ON38, ON39,L139, ON333, ON555, ON37,	2-6	Expansion of the UGB was upgraded to a Major Plan Amendment category.
CM160	Sustainability Commission	Explicitly state which goals and policies apply to the review of rezonings and other development cases, versus which goals and policies are more programmatic and budgetary and apply to the larger community vision.	Goals and Policies	3-	More information was added on p.3-1 on how goals and policies are applied. See also p. 2-4 for a revised section on findings of conformance.
CM161	Sustainability Commission	Streamline the goals and policies so they are straightforward to implement.	Goals and Policies	3-	Several goals and policies were revised.
L14	Mike Klinke	"Flagstaff's charm lies in its beautiful mountain views, open spaces, outdoor activities, and its commitment to the cultural communities that surround us. As we grow, we must ensure that new developments respect and enhance these defining characteristics. Policies should prioritize preserving access to natural landscapes, protecting recreational areas, and celebrating the cultural heritage of Indigenous and other local communities. Maintaining this balance will ensure that Flagstaff remains a desirable place to live for current and future generations."	Goals and Policies	3-	See PROS, RS, CR, and OS policies. Two sections of Best Practices were added in Ch.3 - Best Practices for Creating a Sense of Place and Best Practices for Conservation of Significant Natural Resources.
L147	Equity Climate Advisory Group	We advocate for language which holds culpability and accountability for the larger system at play which has perpetuated harm, such as to a disinvestment from the fossil fuel industry, from health challenges to health disparities, or food desert to food apartheid. We suggest this plan to have language which is more action-oriented within the policies and goals.	Goals and policies	3-	That is more appropriate for a strategic plan than a land use plan. This plan's process of implementation is through evaluation of the applications of property owners to change their entitlements. It does not directly

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CM112	Sustainability Commission	It could help to view this if there was something showing how certain goals and policies (and anything else relevant) have changed from the previous plan.	Goals and Policies	3-	This is not easily done, because the update to the Regional Plan has been so comprehensive, and this report cannot be generated until the language of the Regional Plan is final. Staff presentations and memos to Council/P&Z/BoS have captured major changes (see May 2nd Joint Retreat on project website), and staff is working on additional supplemental materials.
CM174	Sustainability Commission	Add language and clear support for the following - Reduce car dependency and subsidies for car infrastructure by prioritizing a multimodal transportation network with fare-free transit, micro mobility options, and active transportation infrastructure. This will promote sustainable mobility, improve equitable access, and support climate resilience in Flagstaff.	Goals and Policies	3-	Policy MT.4 was revised to add vehicle dependency (formerly policy TS.6).
ON42	Celia Barotz	I suggest saying, "When there are conflicts when considering goals and policies in a particular application..." in place of what is in the draft.	"When there are conflicts in the consideration of goals and policies in a particular application, staff should weigh more heavily policies that directly move forward Regional Plan priorities"	3-1	Sentence revised.
ON44	Celia Barotz	I suggest saying, 'advance Regional Plan priorities" rather than move forward Regional Plan priorities.	"When there are conflicts in the consideration of goals and policies in a particular application, staff should weigh more heavily policies that directly move forward Regional Plan priorities"	3-1	Edit made.

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ON679	Sat Best	Exactly. There will always be conflicts in a complicated world, even if we (in my opinion mistakenly) try to simplify the Plan by creating implementation items that are outside the review process. Staff will point out the conflicts and propose solutions, and P&Z and Council will make the final decisions.	"When there are conflicts in the consideration of goals and policies in a particular application, staff should weigh more heavily policies that directly move forward Regional Plan priorities."	3-1	The implementation guideline category was deleted.
ON243	Tyler Denham	The first 7 Policies read similarly, just with different action verbs - reform, promote, encourage, create, invest, enable. I suspect you could combine some of these policies together to simplify the document.	Development Patterns goal/policies	3-1	DP policies were revised.
CM17a	Bicycle Advisory Committee	Multiple subcomponents address "safe and convenient" infrastructure for walking, biking, multimodal transit. Members of the BAC posed questions regarding assessment and implementation of this policy goal. How is safety or convenience assessed, and who is responsible for assessing?	DP goals and policies	3-1	See p. 6-10 for more on how the city monitors safety. The ATMP goes into more detail on this topic.
CM17b	Bicycle Advisory Committee	What other documents, such as the ATMP, could clarify and support these policies? Is there a "level of service" comparable model to assess current use and needs for pedestrians, bicyclists, and micromobility users? What data would need to be collected and maintained to create such a model?	DP goals and policies	3-1	Level of service is never mentioned in the plan specifically because it is a standard or guideline that is used in code. It is not required to address this in the Regional Plan and it is too specific.
ON680	Sat Best	So many elements of the Policies below relate to increased density, I must repeat my comment above: The important question here is whether the supply and demand model is going to help our housing crisis. Supply is what we can build, and I think we're building as fast as we can now. Demand is local, plus 5 million people 2 hours away in the fastest growing county in the country (Maricopa), plus 5 million tourists a year. Building small units that can be snapped up for second homes or vacation rentals does not help local demand. See the housing definitions in the glossary on page G-3, and I suggest we put emphasis on the "affordable housing" solutions (subsidized) and "employee housing" solutions (available in connection with an employer). I know that's not what many want to hear, but that's the price we pay for living in a cool green jewel of a town just a few hours away from the Phoenix heat.	DP goals and policies	3-1	See new Policy DP.3.
ON689	Valerie Piet	We need an official mechanism to coordinate with Flagstaff's HOAs to allow/promote ADUs. The regional plan means nothing if archaic HOA CC&Rs are in disagreement	DP goals and policies	3-1	The Regional Plan does not have authority over HOAs.

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ON241	Tyler Denham	I second this comment and want to extend it to other "missing middle" housing types (plexes, townhomes, cottage courts, etc.). Outdated HOA CC&Rs present a significant barrier to equitably distributing infill development throughout the community.	DP goals and policies (Reply to ON689)	3-1	The Regional Plan does not have authority over HOAs.
ON543	Celia Barotz	Can you explain the thinking behind not having any goals or policies that speak to community character? I realize that the icon for community character is used in some places, but there is little to help the community understand what the vision/goals are when it comes to community character.	GLU goals and policies	3-1	Added Best Practices for Creating a Sense of Place.
W13		Add Policy GM.4 - Growth and transit to improve accessibility throughout the community	GM goals and policies	3-1	See TR goal and policies.
W7		Fix hyperlinks and consistent formatting of goals	GM goals and policies	3-1	Links were added and goals and policies were reformatted.
IP184	NULL	There should be major incentives for infill + major disincentives for converts of open greenspace. This increases tax efficiencies for govt encourages health + quality of life while still accomplishing density goals	GM New Goals and Policies	3-1	See policies GM.1, OS.2, and I.1 and guidelines for all land use categories in Ch.4. The Land Use Framework supports infill.
IP185	NULL	Plantings should be native +capture rain water/basins	GM New Goals and Policies	3-1	See Policy DP.5.
CM129	Sustainability Commission	"Prioritize the reinvestment and upgrade of existing infrastructure to improve resilience, enhance sustainability, and accommodate climate-adaptive strategies. Ensure that new developments do not outpace the city's ability to maintain existing infrastructure."	GM new policy	3-1	See similar Policy I.2.
CM205	Sustainability Commission	"Include a policy under Growth Management (GM) or Development Patterns (DP) that asks all new developments to at minimum consider GHG mitigation measures, such as energy-efficient building designs, renewable energy systems, and low-impact development standards.	GM or DP new policy	3-1	GM and DP policies were revised. See Policy CA.2. All of these options are too specific and belong in the Carbon Neutrality Plan.
ON617	Bryan Bates	Let's be honest: it's not possible for us to avoid human driven climate change (C-Change). It is possible for us to avoid some of the worst consequences of C-Change IF we commit to continued reduction of our (individual and communal) carbon emissions. Flagstaff City can reach net-zero emissions by 2030 and become a "Flagship" for other communities, but only if we retain our commit to achieve net-zero emission by 2030. This is the most critical action which we need to take, because without a healthy environment, we cannot have a healthy community, nation nor planet. In our previous land use plan, we made a commitment to our grandchildren and beyond to do our part, to do our duty, to reduce CO2e emissions. Reinstate our commitment to meeting our commitment to net-zero, and thereby serve as a model for other communities, states and nations to do the same and preserve the potential of passing on a healthy environment to future generations.	Goal CA.a / Goal GM - "avoid climate change"	3-1	An endnote was added to the Climate Action goal referencing the CNP goal of 2030. It is not appropriate to add the year to the goal because it is a 2045 plan. The goal assumes we've reached carbon neutrality by 2030.

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IP197	NULL	Too much opportunity for large developers to price the middle class out of ownership	Goal DP	3-1	See HA and NE policies and Ch.5 action items.
ON339	Michele James	Add thumbnails for Significant Natural Resources and Community Character! Community character is included in the Growth Management Goal and needs to be here in Development Patterns as well.	Goal DP	3-1	Themes were deleted in favor of organizing by priority.
ON45	Celia Barotz	What is an attainable community in this context?	Goal DP	3-1	Goal DP was revised to "attainable housing in a ... community." Attainable housing is defined in the glossary. The paragraphs introducing each set of goals were expanded with more information.
ON482	Sara Sprague	include "equitable"	Goal DP	3-1	Not added. See NE goals and policies on equity.
ON724	Emily	Why is significant natural resources icon not here?	Goal DP	3-1	Themes were deleted.
ON997	Zenya Ledermann	equitable should be included here, if development patterns are not equitable then we will not have a just community and this will only benefit some	Goal DP	3-1	See NE goals and policies on equity.
W14		Fix goal formatting for consistency	Goal DP	3-1	Goals and policies were reformatted.
W15		affordability, accessibility, sustainability	Goal DP	3-1	"Attainability" is intentionally used instead of "affordability" - see glossary. "Accessibility" is addressed in Goal NE. "Sustainability" is already used in this goal.
ON622	Bryan Bates	insert "planned"	Goal DP - "promote development patterns"	3-1	Not added, this makes the goal less clear.
CM125	Sustainability Commission	change "the need to adapt to and avoid climate change" to "the need to enhance community resilience and prioritize climate adaptation strategies to address the impacts of climate change." one does not "avoid climate change"	Goal GM	3-1	This goal was rewritten. This idea was moved to Resilient Public Facilities and Services as Policy R.1.

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CM126	Sustainability Commission	suggested add: "Encourage carbon-neutral development and low-carbon infrastructure solutions"	Goal GM	3-1	Added Policy DP.3: Keep standards up to date on emerging land use issues that support housing attainability and carbon neutrality, such as legislative changes, short-term rental regulations, and carbon-dioxide-removal technology.
IP207	NULL	Is "avoid" the appropriate to use before climate change? Isn't possible!	Goal GM	3-1	Goal GM was rewritten.
L143	Equity Climate Advisory Group	part of this section suggests that climate change can be avoided, despite record-breaking climate anomalies in 2023 and 2024. With 2024 projected to surpass the critical 1.5°C threshold, we recommend removing any language that misrepresents how dire climate change is to all of our well-being. Words such as “adapt” or “prepare for” are more accurate to the conditions in which we live.	Goal GM	3-1	Goal GM was rewritten.
L180	Equity Climate Advisory Group	Change of language in Goal GM- Cannot avoid climate change as the implications are already unfolding. I would suggest to take out "and avoid." Therefore, it reads to “adapt to climate change.”	Goal GM	3-1	Goal GM was rewritten.
L189	Equity Climate Advisory Group	“Future development and reinvestment patterns in the Region integrate the community values of the importance of open space preservation, significant natural resources, the scarcity of water, the need to adapt to and avoid climate change, the Region’s unique sense of place, and of meeting the needs of current and future residents and businesses.” I have a problem with using “avoid” when it comes to the issue of climate change, as it’s no longer avoidable and language should be more focused on how to deal with current circumstances and not further exacerbate them	Goal GM	3-1	Goal GM was rewritten.
ON336	Michele James	Include the symbol for Housing as well.	Goal GM	3-1	Ihemes were deleted in favor of organizing by priority.
ON337	Michele James	Reword to read "...importance of the preservation of open space and significant natural resources,..."	Goal GM	3-1	Goal GM was rewritten.
ON40	Celia Barotz	I think the way that this GOAL GM is written is a little clunky and could be smoothed out. I think that the phrase 'significant natural resources' doesn't fit. I also think that it doesn't sound quite right to say the need to adapt to and avoid climate change. What about saying mitigate the impacts of climate change? I also feel like the phrase unique sense of place is impossible to define. I think it means different things to different people.	Goal GM	3-1	Goal GM was rewritten.
ON480	Sara Sprague	Cannot avoid climate change as the implications are already unfolding. I would suggest to take out "and avoid." Therefore, it reads to adopt to climate change.	Goal GM	3-1	Goal GM was rewritten.
W10		Delete "the importance of ... the Region's"	Goal GM	3-1	Goal GM was rewritten.

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W11		Add "all" before "current and future residents"	Goal GM	3-1	Goal GM was rewritten.
W8		Change "Future development and reinvestment patterns" to "Future development patterns"	Goal GM	3-1	Goal GM was rewritten.
W9		Change "the scarcity of water" to "water conservation"	Goal GM	3-1	Goal GM was rewritten.
ON812	Celia Barotz	this phrase feels awkward here.	Goal GM - "significant natural resources"	3-1	Goal GM was rewritten.
CM207	Sustainability Commission	Add in wording for climate resilient spaces. Feels like this is important to consider that multifamily housing and MUD are a big part of Flagstaff's growth, so climate considerations would be significant for aligning the RP with the CNP.	Policy DP.1	3-1	Not added, DP policies were revised. Climate resilient spaces is not a defined term.
IP198	NULL	Plans to protect historic housing? build out not up	Policy DP.1	3-1	Added Best Practices for Creating a Sense of Place on p. 3-9. See existing and new Ch.7 action items on historic preservation.
L196	Equity Climate Advisory Group	Dynamic public spaces and mixed use areas benefit from better and more intentional walkable features instead of just handicap accessible parking spaces as an offering of inclusivity. Dynamic also means adaptable and creative and more opportunities and options should be considered for strategic street closures in the Historic Downtown and Southside. More messaging can be emphasized for City & County building parking lots as shared use on the weekends as parking is often a mentioned friction when it comes to downtown land use.	Policy DP.1	3-1	Added a guideline for all land use categories for "dynamic public spaces" on p. 4-14 (revised version of DP.10). See PK goal and policies. See p. 6-12 for discussion of street closures.
ON377	Sat Best	Add "and connections to parks and open spaces"	Policy DP.1	3-1	Policy DP.1 was rewritten. See Ch.4 guidelines for connectivity.
ON43	Cemetra	The prospect of dense, walkable, mixed use development is everything I could ever want from a plan like this! I am all for it!	Policy DP.1	3-1	The DP policies were revised but this idea is carried throughout the policies, Ch.4, and other parts of the plan.
W16		Add "inclusive" before "dynamic public places"	Policy DP.1	3-1	Policy DP.1 was deleted.
CM127	Sustainability Commission	change "support the desired transportation system" to "align with the City's active transportation plan and priorities" or "support a sustainable urban transportation system" or similar supporting a multimodal/active transportation system (the desired and planned for one). what is the "desired transportation system"	Policy GM.1	3-1	Policy deleted, covered by revised DP, WR, and I policies.
CM16	Bicycle Advisory Committee	consider adding other language to indicate that areas "served by roads" should include multi-modal options (e.g. bike lanes, multimodal paths, FUTS trails, etc.)	Policy GM.1	3-1	This policy was deleted.
CM206	Sustainability Commission	Add in wording about use of renewable energy systems	Policy GM.1	3-1	Covered by E.1.

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CM222	Sustainability Commission	suggestion: "When supporting the development of the Region's greenfield lands, prioritize projects that meet planned densities and intensities; include climate pollution reduction and efficiency measures; are served by roads, water, sewer, and other public facilities and services cost effectively; support the desired transportation system; and conserve energy and water.	Policy GM.1	3-1	Policy GM.1 was deleted.
IP208	NULL	Development always increases water use. So policy GM.3 should probably get priority.	Policy GM.1	3-1	This policy was deleted. See Policy I.1, which is very similar, and new GM goal and policy.
IP209	NULL	What does "cost effectively" mean? How will that term influence decisions	Policy GM.1	3-1	This policy was deleted.
ON313	Michele James	are served by EXISTING roads, water, sewer...	Policy GM.1	3-1	Policy GM.1 was deleted.
ON338	Michele James	What does "cost effectively" mean? Define this and provide an example. For instance, does a commitment by a developer to pay for a certain percentage of the necessary infrastructure (water, sewer) make this "cost effective?"	Policy GM.1	3-1	Policy GM.1 was deleted.
ON347	Sat Best	and preserve significant natural resources.	Policy GM.1	3-1	Policy GM.1 was deleted.
ON619	Bryan Bates	A lofty goal which I suspect is not attainable unless: 1) the rate of population growth is reduced, especially by high-income people who can afford to build large, inefficient home and disregard behaviors needed to reduce C-Change; 2) support the construction of low-income housing that is energy efficient; and 3) strongly encourage the use of public transit.	Policy GM.1	3-1	Policy GM.1 was deleted.
ON813	Celia Barotz	I suggest instead of saying greenfield lands, to say greenfields.	Policy GM.1	3-1	Policy GM.1 was deleted.
W12		Conflict with cost effectively	Policy GM.1	3-1	Policy GM.1 was deleted.
IP204	NULL	How will "affected people" be identified?	Policy GM.2	3-1	Policy GM.2 was deleted.
IP205	NULL	Just don't burden affected people	Policy GM.2	3-1	Policy GM.2 was deleted.
ON41	Celia Barotz	Is it redundant to say 'potential harms or negative impacts'? Would it be adequate to just say negative impacts?	Policy GM.2	3-1	Policy GM.2 was deleted.
ON1007	Celia Barotz	How would one interpret 'meaningfully engage'?	Policy GM.2	3-1	Policy GM.2 was deleted.

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ON1224	Bryce	Instead of engaging to mitigate potential harms, I prefer outlining the positive benefits of growth as well. We should think in tradeoffs when discussing growth instead of assuming there are only negative impacts. Who benefits? Who doesn't? How do we weigh the benefits of future residents who will benefit from growth but don't currently have a voice?	Policy GM.2	3-1	This policy was deleted.
IP206	NULL	Make it clear that "infill" means redevelopment when an area is already built-out.	Policy GM.3	3-1	Infill was added to the Glossary.
L195	Equity Climate Advisory Group	Capital improvements used for existing neighborhoods and infrastructure. Special consideration should be given to areas that already cater predominantly to multi modal use and increase infrastructure for walking paths and cycling paths to feel equal and invited to use instead of only tolerated. The downtown sidewalks should be doubled in width to accommodate more walkability, which may have to sacrifice minimal on street parking, and bicycle amenities can be added. By featuring more inviting infrastructure in the most heavily used walking district it will also message to visitors that we prioritize multi-modality and set resilience of space and character in a world increasingly overrun with too many motor vehicles in limited space.	Policy GM.3	3-1	Policy GM.3 was deleted. See revised TS policies.
L73	Scott Roberts	Page 3-1 Policy GM.3: Infill development and redevelopment projects alone will be unable to satisfy the acute need for housing. This policy suggests that "greenfield lands" will be treated differently regarding capital improvements and infrastructure. Large-scale master plans create opportunities for a greater mix of housing and should be equally prioritized.	Policy GM.3	3-1	Policy GM.3 was deleted. The results of scenario choosing informed the plan's emphasis on infill, but the plan recognizes the opportunities presented by greenfield development (ex. p. 3-8).
ON250	Steven	Capital spending on infrastructure to support new greenfield or infill development is sometimes charged as an impact fee to the developer, or it could be paid out of the City budget. If the developer pays that cost, they will increase the price of housing to the home buyer or renter. If the City pays the cost, then taxes go up to pay off bonds. The impact fees would seem to contradict the Regional Plan goal of promoting affordable housing.	Policy GM.3	3-1	See Policy CD.2.
ON481	Sara Sprague	include "urban agriculture"	Policy GM.3	3-1	Policy GM.3 was deleted. Policy DP.6 covers agriculture more broadly.
ON814	Celia Barotz	I suggest clarifying spending by whom? the city?  If so, then it could say, "... prioritize city spending on capital improvements...."	Policy GM.3	3-1	Policy GM.3 was deleted.
ON428	Bruce Edward Fox	How defined?	Policy GM.3 - "Neighborhoods, Centers, and Corridors"	3-1	Policy GM.3 was deleted. These categories are defined in the land use framework in Ch.4.

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CM128	Sustainability Commission	"Smart growth" or similar framework suggested add: "Maximize infill development, reduce urban sprawl, and promote smart growth strategies to support carbon-neutral development and climate resilience."	Policy GM.3 or new GM policy	3-1	Added Policy GM.1: Promote medium-to-high density residential developments and mixed-use developments within the urban growth boundary to resist urban sprawl.
CM123	Sustainability Commission	Suggestion to switch Community Character to be changed to Community Identity, as is an important pillar of resilience and is more fitting than character. Character is important when referring to visual identity.	Themes	3-1	Themes were deleted in favor of priorities. The terminology was considered by staff and the Regional Plan Committee (March 6, 2025). The decision was made to emphasize "Sense of Place" rather than the other terms.
CM124	Sustainability Commission	Poor symbol choice for equity, suggest revision	Themes	3-1	Themes were deleted.
CM158	Sustainability Commission	What is the purpose of the themes and how were they selected? How do they connect to the priorities? We suggest connecting them directly to the priorities (have 1 theme per priority) and integrate them throughout the Plan, not just in the Goals and Policies chapter. This will help create actionable goals and policies to support staff in advancing the priorities.	Themes	3-1	Themes were deleted and goals/policies were reorganized under the priorities.
CM159	Sustainability Commission	Switch "Community Character" to "Community Identity". Community "Identity" is inward-focused, emphasizing how people within the community see themselves and relate to one another. This phrase is only mentioned once in the Plan; therefore, we believe this change is meaningful. The intention of this is not to take away from responsible development – rather, to encourage development that aligns with the community identity and supports responsible growth.	Themes	3-1	Character/identity terminology was considered by staff and the Regional Plan Committee (March 6, 2025). The decision was made to emphasize "Sense of Place" rather than the other terms.
ON334	Michele James	I like the use of these thumbnail illustrations. The themes need to be defined ! We need to broaden the "Community Character" theme and add Aesthetics to this definition. Modify the symbol to also include the built environment and or a tree(s).	Themes	3-1	Themes were deleted in favor of organizing by priority.
ON335	Michele James	Add the symbol for Active Transportation and Transit to Goal GM!	Themes	3-1	Themes were deleted in favor of organizing by priority.

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ON794	Celia Barotz	A definition of community character is not included in the glossary and it is also not in the goals and policies. I think that this value shouldn't be completely omitted from the plan since it's reasonable to think that it is a value that is important to a lot of people. But if you don't include it as a goal and policy, then I think that the plan should explain why it has been left out.	Themes	3-1	There is no definition in the 2030 Regional Plan and it is not used in the draft plan. This was discussed by the Regional Plan Committee on March 6, 2025.
W6		Add Commerce/Economic Development Theme	Themes	3-1	Themes were deleted.
ON822	Laura Huenneke	insert "safer and"	"... potential for reinvestment, retrofit, and revitalization to make them more appealing to pedestrians and cyclists, and enhance transit potential."	3-10	No change, covered by appealing.
ON642	Laura	The entrances to Flagstaff really need improving, as illustrated by this photo. This is an incredibly beautiful place, and the first thing you see as you drive in from the 17 are fast food chains. I support creating a sense of arrival and visual appeal, especially if it includes removing/relocating chain restaurants in favor of local businesses/art/attractions.	"Gateways are areas at the entrance to the Region, where signage, art, and enhanced street design..." / Milton Rd photo	3-10	The concept of Gateways does not involve relocating businesses, but is focused on aspects that are within the City's jurisdiction, like street design, and signage in the rights-of-way.
ON368	Keith	Great Streets and Gateways needs to have more focus on sidewalk obstructions. Great sidewalks are useless if someone in a wheelchair (or other differently-abled people like vision) cannot negotiate the sidewalk path of travel. Vehicles, trash cans, bulk trash, vegetation, broken sidewalks, snow, ice, cinders, etc. make getting from point a to point b hazardous. Dangerous sidewalks are useless. The city needs, in it's 2045 (or 2030) plan, to create a department dedicated at continuous daily monitoring for sidewalk obstructions and damages. They can educate the residents to keep sidewalks clear and in good repair. They can also issue citations for repeat offenses. The city also needs to train the Police officers to also monitor the sidewalks for vehicle obstructions. The city department will patrol during regular working hours and the city police will patrol during the evening and weekend hours. The city is divided into 5 sections for environmental services. The city sidewalk safety department should have at least 1 (better 2) employees per section to patrol the 5 sections daily and at least 1 (better 2) police officers to patrol each of the 5 sections.	"Great Streets and Gateways" section	3-10	The Regional Plan is not the document to get into the details of the city's approach to sidewalk monitoring/maintenance. "Accessibility" was added to TS.1. Ch.6 action items also mention sidewalk improvements, maintenance, and accessibility.

Comment ID	User name	Comment	Comment Location	Page	Response
ON369	Keith	It should be ALL streets and gateways. No limitations. Every street and sidewalk a citizen walks on should be great!	"Great Streets and Gateways" section	3-10	The policy referring to all roads is TS.4 (formerly Goal ST).
ON77	David	Love this	"The Flagstaff Urban Trails System (FUTS, pronounced "foots") is a City-wide network..."	3-10	Note this section was moved to Ch.4 and became the Transportation Framework.
ON641	Laura	Why don't we have a FUTS app where we can input where we are and where we'd like to go, and have the app show how to get there using FUTS? I would love to be able to bike from my house to the grocery store, coffee shops, yoga class, etc., without riding on a major thoroughfare. Right now it's impossible, and there doesn't seem to be a place where we can look up a FUTS map and see what paths are available.	"The Flagstaff Urban Trails System (FUTS, pronounced "foots") is a City-wide network..."	3-10	A digital FUTS map is available through Avenza Maps, which has an app, and PDFs are available on the City's website.
CM18	Bicycle Advisory Committee	The BAC spent some time discussing the "Great Streets" concept in comparison to "Complete Streets" and other terms used throughout the plan. The group felt that the "Great Streets" concept is somewhat vague. Additionally, in this section, the goal of making Great Streets "more appealing to pedestrians and cyclists" through retrofitting, reinvestment, and revitalization seemed to be weaker language than is used elsewhere in the document. "Appealing" could be replaced with stronger and more supportive language used elsewhere, such as "readily accessible," "comfortable," "comprehensive," or "safe." Members of the committee discussed that documents such as the Regional Plan should address people's relative levels of comfort and ease using bikeways and paths, not just their safety in terms of collisions, deaths, or injuries.	Great Streets	3-10	Policies discussing Complete Streets and Great Streets were reorganized into the same TS policy category. "Comfortable" was added to TS.4. Great Streets maps were moved to Ch.4 and the introduction to them was revised.
ON1011	Blake	Consider switching out this image for something more current. We have a new traffic pattern here that is nearly completed with a bike/ped tunnel and may better reflect the entrance to Flagstaff from the South.	Photo on 3-10	3-10	Photo was updated, now appears in Ch. 6.
IP43	NULL	This gateway road is through an employment center. We should propose that there be landscaping to hide unsightly industrial yards etc.	Map 3-6	3-11	"Screen employment areas" was added to TS.5 (formerly ST.1). See also TS.4 and the new Best Practices for Creating a Sense of Place, which mention landscaping.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1201	Autumn Montoya	"Gateways" should not impact private property owner's rights to use their properties... If such subjective requirements as not impacting viewsheds are going to prevent people from using or developing their properties... that should be disclosed to them and allow them a procedure to appeal. Or... if the public wants to prohibit use of one's property, perhaps they should purchase it and then designate it's use.	Map 3-6	3-11	The concept of Gateways does not involve limiting private property rights, but instead is focused on making improvements in the rights-of-way and parcels owned by the City/County.
ON991	Charity Lee	The map is poor quality. Improve the map so it's legible.	Map 3-6	3-11	Edit made.
CM44	Commission on Inclusion & Adaptive Living	"...provide safe, <u>accessible</u> , and convenient..."	Goal MT	3-12	Edit made.
IP41	NULL	Incentives/promote car pooling	Goal MT	3-12	See new policy MT.3.
CM47	Commission on Inclusion & Adaptive Living	"...to accommodate <u>all</u> people..."	Goal ST	3-12	Edit made. This goal became TS.4.
CM95	Commission on Inclusion & Adaptive Living	"Goal St...Design all streets to accommodate <u>all</u> people..."	Goal ST	3-12	Edit made. This goal became TS.4.
IP35	NULL	I think educational opportunities could be better captured.	Goal ST	3-12	No change, this comment is unclear.
ON374	Keith	create a city Safe Sidewalk Department Educate the police Educate the residents	Goal ST	3-12	This is outside the scope of the Regional Plan and best addressed in a strategic plan.
W30		Add "all" to read "accommodate all people..."	Goal ST	3-12	Edit made. This policy was relabeled as TS.4.
ON434	Bruce Edward Fox	add "well maintained", please	Goal ST	3-12	No change, see Ch.6 action items on maintenance.
CM182	Sustainability Commission	Suggested revision: "Increase the frequency, safety, accessibility, and services of the public transportation system to provide an affordable, attractive, and convenient alternative to single-occupant vehicles, prioritizing equitable access for all communities."	Goal TR	3-12	Edit not accepted. For increasing access, TR.2 was added on transit solution in greenfield/outlying areas.
IP36	NULL	Does increase services mean variety?	Goal TR	3-12	Yes.

Comment ID	User name	Comment	Comment Location	Page	Response
IP37	NULL	Has the City considered allowing pick up/stops anywhere along the line and at designated stops?	Goal TR	3-12	This is a Mountain Line decision, outside of the scope of the Regional Plan. Yes, Policy TR.2 was added on transit for outlying communities.
IP38	NULL	"Region" is key to helping mitigate congestion in Flagstaff City	Goal TR	3-12	
ON1203	Autumn Montoya	Could cooperating with surrounding municipalities for transit (ex: railway) to communities where our employees find affordable housing be explored? That would save soooo many automobiles from driving from Winslow, Holbrook, Bellemont, Parks, Williams and Ash Fork (just the East-West directions) as well as the Verde Valley to the South, resulting in reduced emissions as well as more affordability for so many who we need as our workforce.	Goal TR	3-12	TR.2 on transit solutions for outlying communities was added. See also the Ch.6 action item on rural transit service.
ON384	Celia Barotz	I suggest making this goal more concise by saying, "Increase public transportation frequency, safety, accessibility so it is an affordable and convenient alternative to driving throughout the Region."	Goal TR	3-12	Edit made.
CM43	Commission on Inclusion & Adaptive Living	"Create an inclusive, accessible..."	Goal TS	3-12	"Access" is already used in Goal TS, added "accessibility" to Policy TS.1.
ON1096	david r	"Efficient" is both a slippery and dangerous term as it can mean make cars go faster. Think effective, not efficient. I would suggest that the city look at increasing the number of pedestrian crossings on Old 66 and Milton as well as increasing the width of sidewalks. Also, sweep the cinders off the sidewalks/. City sweeps the roads and streets but leaves cinders and other obstructions on sidewalks. Stop prioritizing vehicles over people.	Goal TS	3-12	"Efficient transportation options" does not exclusively refer to cars. See MT.5 and MT.7 on pedestrian infrastructure. See Map 4-8 on p. 4-40 for planned crossings. Sidewalk width standards will be determined by the City's upcoming transportation master plan.
ON256	Steven	Safety and efficiency should include major intersections, and a backup plan for traffic direction by Police when signals fail. I have seen our police fail at this job at Ponderosa Parkway and Route 66 for example. Perhaps a goal for police traffic direction as needed.	Goal TS	3-12	Traffic direction is outside the scope of the Regional Plan.
ON80	Celia Barotz	What is a continuous transportation system?	Goal TS	3-12	A continuous transportation system is one without gaps in connectivity.

Comment ID	User name	Comment	Comment Location	Page	Response
ON976	KB	Having open borders for schools and allowing so many private and charter schools to develop in the McMillian mesa - Coconino estates - Cheshire triangle seems to have created a particular traffic mess. Roads become unwelcoming in that area to bikes and pedestrians as soon as school starts (like clockwork). Heavy encouragement of car pooling or bussing for these schools would be a good idea.	Goal TS	3-12	The MT policies encourage providing alternatives for driving in a single-occupancy vehicle (MT.3 and MT.4), but the specifics for school drop off are outside the scope of the Regional Plan.
ON357	Sat Best	Establish a standard of grade or barrier separation of vehicle and bike traffic on streets with speed limits above 25 mph. And all streets where possible.	Goal TS	3-12	This is best addressed in the forthcoming City transportation master plan.
CM25	Bicycle Advisory Committee	members of the BAC noted that the City has limited existing information regarding current use of pedestrian and bicycling infrastructure which would be needed in order to assess and demonstrate an increase in use of the same infrastructure. The BAC suggested that the Regional Plan might include capturing initial use data of existing bicycling infrastructure and continued data collection to demonstrate increased use as a goal in Chapter 6 and/or as a Regional Plan metric in Appendix A.	Policy MT.1	3-12	The specifics of how the City could collect use data are best addressed in a programmatic plan, not the Regional Plan.
CM45	Commission on Inclusion & Adaptive Living	"Increase the availability, <u>accessibility</u> ...."	Policy MT.1	3-12	Edit made. This policy was reordered as MT.5.
ON372	Keith	Increase the safety of sidewalks by creating a Safe Sidewalks Department and increased education of police and residents.	Policy MT.1	3-12	This is outside the scope of the Regional Plan and best addressed in a strategic plan.
CM46	Commission on Inclusion & Adaptive Living	"...comfortable, <u>accessible</u> , and safe sidewalks...."	Policy MT.2a	3-12	Covered by "accommodation for all users." This policy became TS.3a.
ON373	Keith	Increase the safety of sidewalks by creating a Safe Sidewalks Department and increased education of police and residents.	Policy MT.2a	3-12	This is outside the scope of the Regional Plan and best addressed in a strategic plan.
ON693	Valerie Piet	Could we spell out specifically bike parking as an infrastructure or facility?	Policy MT.2a	3-12	Added MT.8 on bike parking.
W28		Replace "accommodation" with "accessibility"	Policy MT.2a	3-12	No change.
ON344	Michele James	Agree with Carlton that we should include the word "maintain" here as well.	Policy MT.2a (Reply to ON79)	3-12	Edit made, this policy became TS.3a.
CM48	Commission on Inclusion & Adaptive Living	"...to create <u>accessible</u> , cohesive..."	Policy ST.1	3-12	Not added, redundant with TS.4. This policy became TS.5.

Comment ID	User name	Comment	Comment Location	Page	Response
ON375	Keith	More crosswalks, lighting, crossing signals for differently-abled people. Button height, automated pedestrian lights (detects pedestrians waiting to cross), audible signals, etc.	Policy ST.1	3-12	See Map 4-8 on p. 4-40 for planned crossings. These suggestions on crossing design are too specific for the Regional Plan, but fall under TS.3a.
ON730	Emily	Pretty streets are great for people, Economic Vitality, etc. but I'm not seeing an emphasis on keeping sidewalks and bike paths safe for active transportation during inclement weather. Give me a goal where the City will spend as much resources on keeping the sidewalks and bike paths clear as they do for streets, maybe even a higher priority if you want to reduce VMT. It strikes me as more important for increasing active transportation than nice things to look at while walking/biking past.	Policy ST.1	3-12	See Ch.6 action items on maintenance.
IP39	NULL	Cooperate with ML seems like a passive stance in the relationship and doesn't quite feel residents are advocated for.	Policy TR.1	3-12	Mountain Line is the agency with authority over the existing transit system.
W29		Add accessible	Policy TR.1	3-12	No change.
CM20	Bicycle Advisory Committee	Members of the BAC suggested that "mode shift" and interconnectivity between multimodal transit options (e.g. biking or riding a micromobility device to the bus, taking the bus to a trail head, etc.) should be more strongly emphasized in this section and in Chapter 6. Members suggested that this language could potentially fit in Policy TR-1 or Policy MT-1.	Policy TR.1 / MT.1	3-12	Added MT.5, see also new PROS.4 on trail access.
CM214	Sustainability Commission	Add language about prioritizing low emission electric transit options	Policy TS.1	3-12	This is outside the scope of the Regional Plan. See related policies CA.3 and E.1.
CM22	Bicycle Advisory Committee	members of the BAC asked how prioritizing the safety and protection of vulnerable road users would be implemented, and what assessment criteria would be used. Currently, safety is generally assessed using crash data or reports of death or serious injury, largely when a pedestrian, bicyclist, or micromobility user collides with a vehicle. This is a limited data set, however, and does not address more minor crashes or safety issues which are not reported to the police. In order to achieve this goal, more robust data should be collected regarding safety issues for bicyclists while using roads and bicycle infrastructure. Additionally, members of the BAC commented that "safety and protection," while very important, is a much lower bar than "comfort" and suggested that "comfort and safety" might be a better policy goal	Policy TS.1	3-12	Revised TS.1 to "safety and accessibility" based on other comments. Ch.6 gets into more detail about safety monitoring, but the approach to implementation is best addressed in a programmatic plan such as the ATMP.

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CM23	Bicycle Advisory Committee	For Policy TS.1, the BAC also felt that it would be useful to define “vulnerable road users” as pedestrians, bicyclists, and micromobility users in this section in order to avoid any confusion as to what makes a road user “vulnerable.”	Policy TS.1	3-12	This phrase is further explained on p. 6-11, but not defined in the glossary as different groups can be included in this category. For example, the study cited on 6-11 included older adults, people with disabilities, people of color, and people walking in lower income areas in the definition.
L194	Equity Climate Advisory Group	These considerations should be prioritized by usage. The vast majority of pedestrian usage by the largest range of demographics are the streets and intersections of Historic Downtown Flagstaff. All ages and socioeconomic demographics use this area/corridor on a regular basis and the width of sidewalks and ADA compliant intersections is lacking for the amount of people that access it. The most glaring example of this is the corner of Route 66 & San Francisco street just in front of Crystal Magic: this is arguably the “gateway” welcome corner coming into downtown if you got off train or parked at the historic visitors center and walked north to cross the street. This corner is an awful grade for any person in a wheelchair or who has mobility limitations to walk to after crossing a busy street. The walk sign to cross south is placed in a very bad spot for wheelchair access and the ramp sends you directly into an oncoming turning lane/directs you to the middle of the intersection. For as many types of people you will have crossing into this intersection it has clearly not been updated for many years and again data would show this is one of the MOST heavily traversed intersections in Flagstaff which has it placed as one of the most traversed in the entire region. When we are a tourism focused town and our infrastructure does not match that message of “inviting” we should strive to correct it as an investment and not a chore.	Policy TS.1	3-12	Added two Downtown gateways to map.
ON1228	Bryce	Add dignity to the priorities. Our vulnerable road users are subjected to noise, pollution, dangerous interactions with deadly vehicles, and impatient drivers protected from their own sense of humanity by a hulking steel frame. It all diminishes the human spirit of pedestrians and bikers. Its a dignity issue.	Policy TS.1	3-12	Agree that dignity is important, but it is less measurable than safety, comfort, accessibility, etc.
ON433	Bruce Edward Fox	Although embedded in safety, I think high priority needs to go to road and sidewalk maintenance. Although not as glamorous as cool design elements, without regular, effective, and efficient maintenance all these design components become ephemeral....	Policy TS.1	3-12	Updated to "safety and accessibility," which better captures maintenance. See Ch.6 action items on maintenance.
IP42	NULL	Distracted driving	Policy TS.2	3-12	Addressing this is outside of the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1149	Erica Rackley	Please define "Intelligent Transportation Systems" if not in the glossary... or consider adding definitions of key terms to the pages on which they appear.	Policy TS.3	3-12	See the call out box on p. 6-9. A cross reference was not added to Policy MT.1 (formerly TS.3) because we expect that Ch.3 will often be extracted as a standalone document and the links to other sections will not function. Due to the Ch.6 section, it is not included in the glossary.
ON261	Steven	I believe we should consider wildfire egress for residents when planning roads and adding connectivity to neighborhoods.	Policy TS.3	3-12	See Policy PS.1 and Ch. 11 action items. In the City, secondary access is required by code for new developments over a certain size, but earlier developments may lack it.
ON371	Keith	Create a Safe Sidewalks department and train city police to assist with monitoring and enforcing city and state vehicle codes for sidewalk and bike lane infractions. Educate the residents on city and state sidewalk codes.	Policy TS.3	3-12	This is outside the scope of the Regional Plan and safety of pedestrian facilities is a consideration.
W27		IIAL likes this policy	Policy TS.3	3-12	Note that it was reorganized as MT.1.
ON432	Bruce Edward Fox	What is this?	Policy TS.3 - "Intelligent Transportation Systems"	3-12	ITS is further explained in Ch.6, see p. 6-9.
CM24	Bicycle Advisory Committee	The BAC discussed that Policy TS.5 seems possibly problematic given how roadway classifications relate to Level of Service for vehicular traffic. The committee debated whether having both "roadway classifications" and "land use context" was contradictory, since roadway classifications can lead staff to make one decision about infrastructure based on road category (e.g. not creating a bike lane on a road deemed to be an arterial), while land use context (e.g. the function the same road serves for bicyclists to connect to other trails or bikeways) might guide staff to make an opposing decision. The committee suggested that the language might be altered for clarity, perhaps to include "multimodal function" as part of the land use context.	Policy TS.5	3-12	Policy TS.5 was deleted. Roadway classification language was removed.
IP40	NULL	Assuming that current land use + road classification indicates potential for bike/ped use doesn't exist can prevent people choosing these alternatives.	Policy TS.5	3-12	Policy TS.5 was deleted. Roadway classification language was removed.

Comment ID	User name	Comment	Comment Location	Page	Response
ON383	Celia Barotz	Do we not do this now?	Policy TS.5	3-12	This policy was deleted.
CM181	Sustainability Commission	Add/adapt: "Reduce car dependency, promote public transit, micro-mobility options, and improve active transportation infrastructure to decrease Vehicle Miles Traveled (VMT) and achieve carbon neutrality."	Policy TS.6	3-12	See MT and TR policies where these topics are covered.
L197	Equity Climate Advisory Group	Reducing the demand for driving will also mean making driving in an area inconvenient. Streets in highly used multi modal zones should not be designed for best Level Of Service for vehicles but for a balance and encouragement of walking & biking. In regards to infill investment, if certain sidewalks or intersections can be proven to be ARTERIALS FOR PEDESTRIANS then the pedestrian landscape should equal, or surpass, that for motor vehicles meaning a reduction of on street parking and increase of sidewalk/bicycle lanes. Calculating pedestrian usage data will take city resources to get a count and average estimate of use during the year. By reinforcing pedestrian paths you will encourage this pattern and message its importance not just in words but in actual built environment.	Policy TS.6	3-12	TS.6 was revised and became MT.4. Level of service is never mentioned in the plan specifically because it is a standard or guideline that is used in code.
ON81	Ira Allen	Baffling and disturbing to see no vision of rail emerging in this document.	Policy TS.6	3-12	Rail is mentioned in the FR goal and policy and MT.6, as well as in Ch.6. The plan does not express a vision for an expanded rail system because that is an extremely expensive project and would not be practical compared to other transit options.
CM185	Sustainability Commission	"Collaborate with ADOT to implement great street and complete street design on shared road infrastructure."	ST new policy	3-12	Complete streets and great streets policies are retained. Coordination with ADOT is ongoing.
CM183	Sustainability Commission	"Develop and implement a fare-free transit system, with a focus on increasing access for under-resourced communities to improve mobility and reduce barriers to sustainable transportation."	TR new policy	3-12	This is outside the scope of the Regional Plan.
CM184	Sustainability Commission	"Promote Bus Rapid Transit (BRT) to improve public transit efficiency, increase ridership, and reduce emissions from transportation, ensuring equitable access to all communities."	TR new policy	3-12	This is covered by Goal TR on transit frequency.
CM223	Sustainability Commission	suggestion: Policy TR.2: Cooperate with Mountain Line to achieve fleet electrification.	TR new policy	3-12	Electrification of buses is covered by CA.3

Comment ID	User name	Comment	Comment Location	Page	Response
CM12	Bicycle Advisory Committee	BAC members also commented positively on the goal of designing systems which support and protect vulnerable road users, including pedestrians, bicyclists, and micromobility users. Addressing the needs of non-vehicle road users first and foremost is a long overdue change in policy and approach supported by the City's embrace of the "Big Shift."	TS goals and policies	3-12	Thank you.
ON1153	Erica Rackley	Why is this comma here? Not needed.	"Freight, and Rail"	3-13	Edit made.
CM187	Sustainability Commission	"Support the adoption of clean aviation technologies, including electric aircraft, sustainable aviation fuels (SAF), and energy-efficient airport operations, to reduce emissions and align with Flagstaff's carbon neutrality and climate resilience goals."	A new policy	3-13	Edited Policy CA.3 (formerly CA.6) to include aircraft.
ON823	Laura Huenneke	Maybe this fits under TS or MT or TR - but connecting Pulliam to transit opportunities, and in other ways reducing the absolute reliance on individual autos for connecting to flights, seems like an enormous gap.	Airport goal and policies	3-13	Mountain Line intends to serve the airport with transit in the future. They would be the agency leading this effort. Therefore TR.1 covers this.
ON86	Alexandria	Echoing an above comment, I am greatly disappointed to see rail only being centered as an environmental issue and only freight being prioritized. The passenger rail *station* is the only thing mentioned here, and there are no other plans that talk about ideas for light rail or other rail developments/changes that could help relieve automobile overuse in the area because of university students. This plan does not acknowledge this difference of population and automobile use unique to university towns, and assumes that we are like other cities with regular population statistics of families, individuals, and couples.	Airport, Freight and Rail Goals and Policies	3-13	The plan does not express a vision for an expanded rail system because that is an extremely expensive project and would not be practical compared to other transit options. Automobile overuse is not exclusively caused by university students.
ON262	Steven	Other than Amtrak, I don't believe that Flagstaff is a realistic candidate for intracity rail. For example, light rail makes sense in Southern California running from San Bernardino into downtown Los Angeles.	Airport, Freight and Rail Goals and Policies (Reply to ON86)	3-13	Yes, the plan does not express a vision for an expanded rail system because that is an extremely expensive project and would not be practical compared to other transit options.

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IP1	NULL	Include improving RR crossings to lessen/prevent mortalities	Airport/Freight/Rail new goals and policies suggestions	3-13	See Map 4-8 on p. 4-40 for planned crossings. See also Ch. 6 action item on railroad crossings.
CM175	Sustainability Commission	Clean Rail Infrastructure - To support Flagstaff's sustainability and climate resilience goals, prioritize the adoption of clean rail technologies, the integration of passenger rail with public transit systems, and the development of sustainable freight infrastructure. This approach will reduce emissions, improve community mobility, and promote green jobs, while minimizing and mitigating negative community impacts and fostering a low-carbon, resilient transportation network.	FR goals and policies	3-13	Added "transportation" to sectors listed in Policy E.1.
ON766	Val Bryant	Please address the problem of large trucks making deliveries down town. They can create problems with moving around downtown safely.	FR goals and policies	3-13	The concept of curb management discussed in MT.6 (formerly ST.2) includes addressing delivery drop off locations on streets.
ON734	Emily	I have to agree with Steven on this. We don't have the density and overall numbers in Doheny Park, Kachina, Bellemont to facilitate such an expenditure.	FR goals and policies, reply to ON86 and ON262	3-13	Yes, the plan does not express a vision for an expanded rail system because that is an extremely expensive project and would not be practical compared to other transit options.
CM189	Sustainability Commission	"Support the electrification of rail and freight systems to reduce climate emissions, improve community air quality, and ensure a sustainable, low-carbon transportation network that aligns with Flagstaff's carbon neutrality goals.	FR new policy	3-13	Added "transportation" to sectors listed in Policy E.1.
CM190	Sustainability Commission	"Design rail infrastructure projects to minimize community disruption, reduce noise pollution, and enhance accessibility, while integrating sustainable technologies and supporting a healthy economy."	FR new policy	3-13	This is outside the scope of the Regional Plan.
CM191	Sustainability Commission	"Support the use of passenger trains and the integration of rail systems with public transit networks to reduce congestion, decrease emissions, and foster a sustainable transportation system that enhances mobility for all."	FR new policy	3-13	This comment suggests language that is less clear and implementable. See revised Policy MT.6.
IP13	NULL	Flagstaff needs at least 3 more airports	Goal A	3-13	The goal does not suggest more airports.
IP14	NULL	I don't see expanding airports as a supportive development to meet carbon neutrality	Goal A	3-13	There is potential for electrification and sustainable fuels. Aircraft electrification was added to CA.3.

Comment ID	User name	Comment	Comment Location	Page	Response
IP15	NULL	What areas of expansion would be beneficial to public health and safety?	Goal A	3-13	One example mentioned in the goal is firefighting aircraft operations.
IP16	NULL	Consider carbon emissions of planes!	Goal A	3-13	There is potential for electrification and sustainable fuels. Aircraft electrification was added to CA.3.
IP17	NULL	We've tried this it doesn't work - more analysis needed as what is really feasible + desirable.	Goal A	3-13	See the Flagstaff Airport Master Plan.
ON732	Emily	You included the climate icon? Flights to Phoenix and sending freight by air is going to create greater resiliency to climate change? Please explain.	Goal A	3-13	Themes were deleted. This goal was reorganized under the Healthy Economy priority.
CM188	Sustainability Commission	Suggested revision or similar: "Support the area's economic vitality by improving the location and design of sustainable infrastructure that supports freight and rail systems, with a focus on green jobs and climate resilience, particularly in appropriate employment areas, while maintaining interstate and rail access." The current goal has a Climate Action symbol next to it. Without an updated goal and updated policies supporting the climate neutrality plan it is NOT RELATED TO CLIMATE ACTION.	Goal FR	3-13	Themes were deleted and FR was reorganized under the Healthy Economy priority.
IP18	NULL	Belmont maybe	Goal FR	3-13	The goal applies for the entire Region, including Belmont.
CM172	Sustainability Commission	Remove Mandatory Parking Minimums - Eliminate minimum parking requirements and focus on shared parking solutions to reduce car dependency, enhance land use efficiency, and promote sustainable transportation options.	Goal PK	3-13	This was considered but not included based on the Regional Plan Committee's discussion.
CM26	Bicycle Advisory Committee	As noted above, the BAC recommends adding language regarding end of trip facilities and/or bike parking to this section. If it does not fit here, then perhaps in Chapter 6.	Goal PK	3-13	Added MT.8 on bicycle parking.
IP20	NULL	Why do we have parking enshrined in code if you can't use it in the winter?	Goal PK	3-13	PK.3 was added on pursuing year-round on-street parking. See also Ch. 6 discussion and action item on snow removal.
IP21	NULL	Why do we require private and public parking?	Goal PK	3-13	PK.1 added on reducing demand for private parking, and PK.3 added on increasing public parking.

Comment ID	User name	Comment	Comment Location	Page	Response
IP22	NULL	Why not allow the parking at City Hall and the County be free? Be strategic with demand?	Goal PK	3-13	This is too specific for the Regional Plan.
IP23	NULL	Can the snowfall be studied to determine if the existing ordinance reflects actual snowfall? Compare billed hours from the far past (more than 10 years ago) to the near past (last 10 years) to see if it still warrants prioritization	Goal PK	3-13	See Ch.6 action item about reevaluating snow removal and parking.
IP24	NULL	The code is too rigid with required parking for specific land uses. Can it be more flexible? Match the context?	Goal PK	3-13	Parking standards were discussed but changes to the policies were not suggested based on the Regional Plan Committee's discussion.
IP25	NULL	Why doesn't the code allow developers to right size their own parking? It's in their interest to have their parking be accurate.	Goal PK	3-13	Parking standards were discussed but changes to the policies were not suggested based on the Regional Plan Committee's discussion.
IP26	NULL	Can the City manage public parking to avoid people abusing it "free loading" especially adjacent to neighborhoods with limited parking (Railroad Springs).	Goal PK	3-13	Four parking policies were added. The emphasis is on reducing demand for parking and increasing public parking, so that less private parking is necessary.
IP27	NULL	Have streetscapes and parking match the context of the areas.	Goal PK	3-13	Policy MT.7 (formerly ST.2) and TS.3a/b (MT.2a/b) speak to this idea.
IP28	NULL	Can pedestrians be considered to inform how sidewalks should be sized and if intersections should be emphasized for safety.	Goal PK	3-13	This is reflected in Policy TS.1 and will be carried out in the City's transportation master plan.
IP29	NULL	Use data to enforce retrofits, how can we make our existing infrastructure safe.	Goal PK	3-13	Transportation safety data is discussed in Ch.6.
IP30	NULL	Can existing infrastructure improvements be included in the plan?	Goal PK	3-13	Yes, TS policies apply to both new and existing roads.

Comment ID	User name	Comment	Comment Location	Page	Response
IP31	NULL	Consider streetscaping and adding a bike land on Beaver St between RT 66 and Cherry.	Goal PK	3-13	This is too specific for the Regional Plan, but this section of Beaver is marked as a primary bikeway on Map 4-7 and a Great Street on map 4-9.
IP32	NULL	Consider closing Aspen between Leroux and San Fran during the Summer for pedestrian activity.	Goal PK	3-13	This is too specific for the Regional Plan, but see p. 6-12 for discussion of street closures.
IP33	NULL	Consider strategic street closures to encourage walkability.	Goal PK	3-13	See p. 6-12 for discussion of street closures.
IP34	NULL	Ticket only in winter during snowstorms	Goal PK	3-13	This is outside of the Regional Plan's scope.
L175	Equity Climate Advisory Group	City and County parking lots should be utilized by the public on the weekends and holidays as these are a time when they are not used by employees but are also the most beneficial to help merchants in the most tax revenue generating district.	Goal PK	3-13	This is outside the scope of the Regional Plan.
ON426	Sam Meier	To my mind, this goal should also address bike parking or short and long long-term storage for bikes and micromobility devices.	Goal PK	3-13	Added MT.8 on bike parking.
ON435	Bruce Edward Fox	how is "successful" defined in this context?	Goal PK	3-13	Successful and consistent enforcement means that there is an effective and fair system set up to incentivize people to follow the parking rules.
ON731	Emily	I know this has been a source of contention in the community, but you have to make parking inconvenient if you want people to choose active transportation over their cars. Take the revenue of parking fees and money you would have spent on parking to support active transportation infrastructure.	Goal PK	3-13	Added PK.1 on reducing demand for private parking.

Comment ID	User name	Comment	Comment Location	Page	Response
CM19	Bicycle Advisory Committee	Members of the BAC also recommended adding language about investing in other bicycle infrastructure beyond bikeways, such as end of trip facilities (e.g. bike racks or other bike parking, long-term storage facilities such as bike boxes or covered parking for bicycles and micromobility devices). Creating a robust and readily usable multimodal infrastructure system means ensuring that bicyclists and micromobility users can readily and securely store their bicycles and other devices after they complete a trip. Guidance from the Regional Plan regarding end of trip facilities for bicyclists and micromobility users would help the City develop design standards and relevant code for such facilities. This goal could potentially be integrated into the Parking subcomponent of this section.	Goal PK	3-13	Added MT.8 on bicycle parking.
CM49	Commission on Inclusion & Adaptive Living	"...support a safe, accessible..."	Goal PK.1	3-13	Added Policy PK.4 on accessible parking.
CM192	Sustainability Commission	add: "that prioritize environmental stewardship, resilience planning, and climate adaptation."	Goal RS	3-13	Goal RS was revised.
IP129	NULL	Using stewardship and resilience multiple times is confusing	Goal RS	3-13	Goal RS was rewritten.
IP130	NULL	When discussing sustainability it is worth having a deeper understanding of the word "resilient" beyond a buzz word	Goal RS	3-13	Resilience is defined in the glossary.
IP131	NULL	My question is about the landfill - does it figure in this discussion	Goal RS	3-13	There is not a specific goal/policy about the landfill, but see Policy CA.5 on reducing waste in development, Goal I, and the action item on zero waste in Ch.11.
IP132	NULL	Why just in practices that prioritize env. stewardship + resilience planning? Why not all practices?	Goal RS	3-13	Goal RS was rewritten.
IP133	NULL	I would prefer that the the starts with "build" versus strive. So "Build community resilience and..."	Goal RS	3-13	Goal RS was rewritten.
IP134	NULL	Resilience/stewardship are redundant in the sentence	Goal RS	3-13	Goal RS was rewritten.
IP135	NULL	Maybe better worded as follows: "Prioritize environmental stewardship and resilience planning incorporating community resilience and, the stewardship of natural resources in scientific, social, economic, and cultural practices."	Goal RS	3-13	Goal RS was rewritten.
L153	Equity Climate Advisory Group	Add new policy to RS "implement the Climate Action and Adaptation Plan." Add action item to support new RS policy: Prioritize the Climate Action and Adaptation Plan by integrating it into land use decisions and project evaluations. Add to Implementation guideline: Ensure all development proposals are assessed for their alignment with the Climate Action and Adaptation Plan's goals and strategies.	Goal RS	3-13	Implementing another plan is not a policy.

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CM186	Sustainability Commission	"Remove mandatory minimum parking requirements. Encourage shared parking solutions, and promote mixed-use and transit-oriented development to reduce car dependency, reduce development costs, improve land use efficiency, and support sustainable transportation options."	PK new policy	3-13	This was considered but not included based on the Regional Plan Committee's discussion.
CM50	Commission on Inclusion & Adaptive Living	"...resilient, sustainable, and <u>accessible</u> ..."	Policy A.1	3-13	No change.
ON733	Emily	Inserting sustainable in front of transportation doesn't make it so.	Policy A.1	3-13	See the Airport Sustainability Master Plan.
ON386	Celia Barotz	I suggest changing the language to say, "Discourage land uses in the vicinity of the airport that are incompatible with airport and flight operations."	Policy A.2	3-13	This policy was deleted.
IP19	NULL	Not in the City. Consider Belmont	Policy FR.2	3-13	The policy does not specify a location.
ON765	Val Bryant	Although chapter 11 Infrastructure and public safety may cover this ca the mention of safety routes for fire trucks, police vehicles, ambulance and public egress in case of emergencies, be mentioned here?	Policy FR.2	3-13	See PS.1 and Ch.11 action items.
L176	Equity Climate Advisory Group	Walkable infrastructure offers more resilience for the access to Historic Downtown and the experience of what makes Flagstaff a draw. By offering more balanced amenities for multi-modal users it allows for options when one system is too strained or over capacity.	Policy MT.1	3-13	See MT and TS policies.
CM193	Sustainability Commission	Add/adapt: "Incorporate green infrastructure, heat island mitigation, urban cooling strategies, and stormwater management to enhance climate resilience and improve the city's ability to adapt to climate change impacts."	Policy RS.1	3-13	Added DP.5 on nature based infrastructure solutions.
IP136	NULL	"Prepare" seems nebulous. What does it mean? What does it encompass? I am afraid it is so vague and broad that it doesn't mean anything in actuality.	Policy RS.1	3-13	Policy RS.1 was reorganized as Policy R.1 under Goal R. Other R policies are more specific on building resilience in different areas. See Ch.7 and Ch.11 for more.
ON388	Celia Barotz	This language seems clunky/awkward. If the idea is to promote resilience in the region, why not include making our human built infrastructure more resilient? Instead of saying 'prepare', why not consider saying, "Make the Region more resilient so it can withstands the impacts of severe weather events and climate change."	Policy RS.1	3-13	The suggested language is more vague.

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ON768	Val Bryant	Make Policy RS.1 Implement the Climate Action and Adaption Plan and move the other policies down.	Policy RS.1	3-13	Climate action is addressed under Goal CA.a/CA.b.
IP137	NULL	Under air - how does the city work with the National Forest and their old? Science on forest thinning	Policy RS.2	3-13	See Ch.7 and Ch.11 for discussion of forest thinning.
IP138	NULL	Industries are not mentioned - Should they also be included	Policy RS.2	3-13	This policy was deleted. See CA.4 and Ch.10 action item on this topic.
IP139	NULL	This should address equity beyond just costs alone.	Policy RS.2	3-13	This policy was deleted.
L190	Equity Climate Advisory Group	“policy Rs 2: Address climate change and protect air quality in a manner that prioritizes those most impacted and equitably distributes the costs and benefits of adaptation and mitigation.” Also find this policy to be pretty vague and not fully interpretable, but in terms of equity, could be worth including background information on how marginalized communities are disproportionately affected by climate events and have less access to the necessary resources.	Policy RS.2	3-13	Policy RS.2 was deleted. The plan discusses equitable transportation, housing, public facilities and services, response, preparedness and mitigation which are elements that will be influenced by climate change.
L80	Heather Green	Policy RS.2: I suggest adding protecting water quality to the policy because it is also affected by climate change and can affect vulnerable populations and it is appropriate to equitably distribute costs and benefits of adaptation and mitigation as it relates to water quality.	Policy RS.2	3-13	Policy RS.2 was deleted. See WQ policies.
ON1230	Bryce	Could this policy run cross-purposes to other goals? If those most impacted from climate change are estate residential residents experiencing increased fire danger, we could end up allocating resources to continue development patterns which run contrary to the plan's densification efforts.	Policy RS.2	3-13	Policy RS.2 was deleted. There is a misconception in this comment that the fire risk discussed is low density development when actually all of Flagstaff is at elevated fire risk.
CM194	Sustainability Commission	Add: “that supports ecosystem and human/community health, and brings scientific and economic benefits to this region.”	Policy RS.3	3-13	Added "economic benefits." This policy was renumbered as RS.1.
IP100	NULL	Dark skies in an urban area is unique, healthy for humans and animals, is part of Flagstaff's unique viewshed opportunities.	Policy RS.3	3-13	No change suggested.
IP96	NULL	What is scientific benefits?	Policy RS.3	3-13	See p. 7-2.
IP97	NULL	how much information goes out to the public about this - New people moving in are not aware as are many old home owners in my neighborhood about proper outdoor lighting	Policy RS.3	3-13	This is outside the scope of the Regional Plan.
IP98	NULL	Many houses are not compliant with dark skies for outside lighting. Is there any monitoring of this?	Policy RS.3	3-13	Yes, there is a page on the City's website for dark skies code compliance that explains more.

Comment ID	User name	Comment	Comment Location	Page	Response
IP99	NULL	Also astro-tourism, camping/general night time outdoor recreation.	Policy RS.3	3-13	Added "economic benefits." Note that this policy was renumbered as RS.1.
L81	Heather Green	Policy RS.3: I support this policy and suggest adding or acknowledging the economic benefits of dark skies due to our several observatories and the world class public additions to Lowell Observatory.	Policy RS.3	3-13	Added "economic benefits." Note that this policy was renumbered as RS.1.
ON83	Christian Luginbuhl Flagstaff Dark Skies Coalition	Dark skies support much more than than ecosystem health and scientific benefits – Suggested wording: "Preserve dark skies as a natural resource that is an element of a quality natural environment, supports ecosystem and human health, and brings economic and scientific benefits to the region.	Policy RS.3	3-13	Added "economic benefits." Note that this policy was renumbered as RS.1.
ON85	Sara	How to make sure that this is regulated and accounted for within a growing city and at different levels (NAU, residents, new development...)?	Policy RS.3	3-13	Dark skies are primarily regulated through the code. Find more information on the city's dark skies code compliance page.
ON767	Val Bryant	Somewhere address educating new (and lots of old) residents about adapting their lighting to Dark Sky requirements. Is this in a building code? Can this be made more known through neighborhood associations, real estate agencies, etc.	Policy RS.3, reply to ON85	3-13	This is outside the scope of the Regional Plan.
ON376	Keith	Create, educate, and ENFORCE policies. Several already exist but are not enforced. Create a Safe Sidewalk Department. Educate police for vehicle infractions on sidewalks.	Policy ST.2	3-13	This is outside the scope of the Regional Plan.
ON385	Celia Barotz	What is an activated street?	Policy ST.2	3-13	See glossary definition for "activated." Policies on managing parking demand were added under Goal PK.
ON84	Tyler	I would include "manage demand" in the list.	Policy ST.2	3-13	Incorporating universal design is a Best Practice for Creating a Sense of Place and discussed in Ch.6.
W31		Add universal design	Policy ST.2	3-13	See revised GM Goal and new Policy PS.2.
ON237	Tyler Denham	Not sure how to incorporate this, but one of the best ways to mitigate the risk of wildfires & flooding is to prioritize development in areas that aren't vulnerable.	RS goals and policies	3-13	Ch.7 action items speak to invasive plant programs and conservation partnerships, but community education is largely out of the scope of the Regional Plan.
ON363	Sat Best	Develop educational elements within the tourism sector to teach visitors to understand, appreciate and protect natural resources as they visit our region, including the "leave not trace" ethic and fire safety.	RS goals and policies	3-13	

Comment ID	User name	Comment	Comment Location	Page	Response
CM176	Sustainability Commission	Nature Based Solutions and Green Infrastructure - Implement nature-based solutions such as green infrastructure, riparian restoration (including expanding floodplains and creating urban greenways), and urban forests in (re-)development projects to improve stormwater management, enhance biodiversity, and increase climate resilience, benefiting both the environment and community health.	RSR goals and policies	3-13	Added DP.5 on nature-based infrastructures solutions, definition added to the glossary.
ON735	Emily	Where is water conservation in this section? Is this not a part of resource stewardship?	RSR goals and policies	3-13	It is a separate section and chapter. See WR goal and policies.
IP53	NULL	I realize that large growths of Ponderosas is not mapped, which likely means there's little data, but I think there should be a goal or at least a mention of prioritizing protection of old growth trees + forests especially in places that development is needed. *Realized this should be on Resource Stewardship board not Cultural Resources (oops, sorry)	RSR new goals and policies	3-13	Added Best Practices for the Conservation of Significant Natural Resources in Ch.3 (moved from SNR section in Ch.7). One of the practices refers to Ponderosa pines.
ON362	Sat Best	Develop educational elements within the tourism sector to teach visitors to understand, appreciate and protect cultural resources as they visit our region.	CR goals and policies	3-14	This is outside the scope of the Regional Plan.
ON978	Duffie Westheimer	This Cultural Resources section's goal and policies are weak and will not preserve Flagstaff's unique identity. There is no commitment to preserving the very limited still existing cultural resources. "Infill" which will really be redevelopment, will leave Flagstaff with context-free, stand-alone interpretive signs and public art. Flagstaff will not be recognizable. Residents want to preserve our actual irreplaceable cultural resources. Tourists want to visit a unique and authentic place. We need a real commitment to what makes Flagstaff unique.	CR goals and policies	3-14	Added Best Practices for Creating a Sense of Place.
IP54	NULL	I'd like to see something about preserving sense of place through practices of contextual and environmental architecture when possible - IE Frank Lloyd Wright + Mary Jane Colter	Cultural Resources new goals and policies	3-14	Added Best Practices for Creating a Sense of Place.
IP55	NULL	Include/expend to include a policy about retaining & creating aesthetics/beauty!	Cultural Resources new goals and policies	3-14	Added Best Practices for Creating a Sense of Place.
IP60	NULL	This is easily lost in our business (American-chains) profile	Goal CR	3-14	Added Best Practices for Creating a Sense of Place.
IP61	NULL	This is written more as a current statement than a future goal. Adding "making sure that" to the beginning would fix this	Goal CR	3-14	The goals were edited to fit a similar sentence construction and style. This goal stayed as is.
IP62	NULL	"ensuring for future generations" perhaps?	Goal CR	3-14	This suggestion does not match how the other goals are written.
IP63	NULL	Add indigenous cultures - extends beyond "community heritage"	Goal CR	3-14	Indigenous culture is emphasized in CR.2.

Comment ID	User name	Comment	Comment Location	Page	Response
IP64	NULL	Viewsheds are a natural resource ask any resident or visitor	Goal CR	3-14	The City/County have no control over viewsheds on private property. The plan's approach is to focus on enhancing viewsheds in parks/open space and along streetscapes. See TS.5 and OS.1.
ON611	Bruce Edward Fox	I think we want to do more than just celebrate. Instead, I suggest "preserve, protect and enhance".	Goal CR	3-14	No change, staff prefers the existing language.
IP65	NULL	YES! "Preserve historic buildings, etc."	Policy CR.1	3-14	No change suggested.
IP66	NULL	I like this, but in the case that preservation is not possible, I am not sure what there is to mitigate. Clarify, not remove.	Policy CR.1	3-14	In the context of historic preservation, mitigation refers to a wide range of actions, such as documenting a resource, creating educational or interpretive materials about a resource, holding events, etc. Mitigation was removed from the glossary because it has multiple meanings in different contexts in the document.
IP67	NULL	Preservation before new development	Policy CR.1	3-14	The plan emphasizes adaptive reuse, see Policy PROS.3 and Ch.4 guidelines for Urban Center and Urban Neighborhood. It is also mentioned in the Ch.7 action items.
IP68	NULL	I would recommend making new developments reflect our historic buildings	Policy CR.1	3-14	Added Best Practices for Creating a Sense of Place.
L84	Heather Green	I support Policy CR.1 because of the architecture, aesthetics, knowledge, opportunity and in some cases economic benefits associated historic sites, buildings and structures. I suggest a policy statement that addresses collaboration and partnerships with historic and prehistoric buildings, sites, structures and people including Riordan Mansion, Museum of Northern Arizona, Pioneer Historical Museum, ranchers etc.	Policy CR.1	3-14	This is more appropriate for the action items, see p. 7-12 for items on collaboration.

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ON1097	David r	Would not preserving historic buildings, etc. also mean preserving the character of a neighborhood which should involve height limitations.	Policy CR.1	3-14	Much of the city is zoned to allow building heights up to 60ft and the plan does not propose to change this.
ON1234	Bryce	Not everything is historic even though it may fit criteria. I don't want to limit the City's ability to change by including policies which encourage preservation of just anything at the expense of growth or future density.	Policy CR.1	3-14	The balance between historic preservation and growth is indicated by the revised priorities - Housing Attainability and Equity is a core priority, while Natural and Cultural Resources is a complementary priority.
ON87	Kim Austin	Extra punctuation?	Policy CR.1	3-14	Edit made.
IP69	NULL	Would like to see clarification that public art, interpretation, and placemaking will come primarily from indigenous peoples.	Policy CR.2	3-14	Added Ch.7 action item on collaboration with Indigenous leaders.
IP70	NULL	So long as it doesn't get "white washed" and turned into tourist destinations	Policy CR.2	3-14	Added Ch.7 action item on collaboration with Indigenous leaders.
IP71	NULL	There are many nationalities who have contributed to the history for Flagstaff - The Basques (sheep herders), The Railroad (Logging) builders	Policy CR.2	3-14	This is covered by "pioneers of all races and ethnicities, innovators, and community makers."
IP124	NULL	Community gardens/green spaces	Policy RS.10	3-14	This policy became an action item in Ch.7. Community gardens are discussed in Ch. 5 and Ch. 8. See also Ch.4 guidelines on green spaces/civic space.
IP125	NULL	"especially when" makes it feel more targeted than welcoming	Policy RS.10	3-14	This policy became an action item in Ch.7 and was rewritten.
IP126	NULL	"at the neighborhood level" is very appropriate here	Policy RS.10	3-14	This policy became an action item in Ch.7 and was rewritten. "At the neighborhood level" stayed in the item.

Comment ID	User name	Comment	Comment Location	Page	Response
IP127	NULL	Neighborhood priority may not be appropriate for land or infrastructure funded by all citizens	Policy RS.10	3-14	No change, the neighborhood/neighborhood association is a helpful structure for involving the public in projects, which tend to have different impacts in different areas. For a citywide/regional project, it would be appropriate to take a more comprehensive approach to engagement, and this action item does not prevent that.
IP128	NULL	The impact to vulnerable and historically disadvantaged communities should be considered in all projects. And there communities should be engaged in the planning process.	Policy RS.10	3-14	This policy became an action item in Ch.7 and was rewritten. Equity and public involvement is addressed in different topic areas, see NE policies, TS.1, CR.2, HE.2, R.3, and Best Practices for a Sense of Place.
L169	Equity Climate Advisory Group	RS.10 highlights involving vulnerable populations and historically disadvantaged communities; however policy needs stronger engagement with vulnerable populations through systematic community outreach, trust building, feedback incorporation.	Policy RS.10	3-14	This became an action item in Ch.7. Discussion of community engagement approaches is not directly related to land use and too specific for the Regional Plan.
L192	Equity Climate Advisory Group	“policy Rs 10: Engage residents proactively at the neighborhood level in the development and implementation of natural and cultural resources projects and programs, especially when vulnerable or historically disadvantaged populations are affected.” What does proactive engagement look like? Please define.	Policy RS.10	3-14	This became an action item in Ch.7. Discussion of community engagement approaches is not directly related to land use and too specific for the Regional Plan.
ON1023	Zenya Ledermann	How will this be implemented? Ensure that there will be proper follow through!	Policy RS.10	3-14	This became an action item in Ch.7. Discussion of community engagement approaches is not directly related to land use and too specific for the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1051	Zenya Ledermann	and seniors	Policy RS.10	3-14	This policy was rewritten and became an action item. Now reads "...natural and cultural resource projects and programs to ensure recognition and integration of diverse cultural histories, traditions, and contributions."
IP101	NULL	What purpose does the word "uncharacteristic" serve? Why not mitigate risk of all wildfires?	Policy RS.4	3-14	Fire is part of Northern Arizona's ecosystems. See Ch.7 for further discussion. Note that this policy was renumbered as RS.2.
IP102	NULL	"Catastrophic" is often used, uncharacteristic seems more neutral.	Policy RS.4	3-14	Both terms are used in the Regional Plan.
IP103	NULL	Forests best practices should be monitored to be sure the latest and best science is being followed	Policy RS.4	3-14	City/County staff and forestry partners do this. See Ch.7 and Ch.11 for further discussion.
IP104	NULL	Thinning, Resource Protection Overlay, and development needs to be coordinated	Policy RS.4	3-14	See Ch.7 action item on refining the Resource Protection Overlay.
L82	Heather Green	Policy RS.4 and RS.5: I support these policies but somewhere I'd like to see a statement about working with and educating private land owners, and new developments, to meet these policies and collaborating with other organizations, agencies to meet the stated objectives.	Policy RS.4 and RS.5	3-14	The Regional Plan cannot compel a private land owner, organization, or agency other than the City/County to follow these policies, unless they are submitting a discretionary development application. However, see Ch.7 action items, which mention collaboration with partners. Note these policies were relabeled as RS.2 and RS.3.
IP105	NULL	Is this prevention? Or in response to an emergency? "Create" makes it sound like it doesn't already exist	Policy RS.5	3-14	The emphasis is on how practices and systems can be updated to be more resilient, sustainable, beneficial for ecosystems, etc. in the long term.

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IP106	NULL	Much flood management most, by design, not protect ecosystems	Policy RS.5	3-14	The following policy describes preservation and restoration of water courses as a method of preparing for climate change.
IP107	NULL	Flood management should include ecosystem-based solutions - restoring + creating wetlands, protecting meanders	Policy RS.5	3-14	The following policy describes this. Added DP.5 on nature-based infrastructure solutions.
IP108	NULL	RS.6 is similar	Policy RS.5	3-14	They are related but not duplicative.
IP109	NULL	What this means, it is a matter of opinions. That's not good	Policy RS.5	3-14	The implementation of this policy would be determined through a stormwater master plan.
CM195	Sustainability Commission	Add/adapt: "Preserve riparian habitats, INCLUDING FLOODPLAINS and integrate climate-resilient stormwater management systems/green infrastructure including active and passive rainwater harvesting, rain gardens, green roofs, to protect water resources and enhance ecosystem services."	Policy RS.6	3-14	Added Policy DP.5 on nature-based infrastructure solutions.
IP110	NULL	Maybe change "vegetation" to ecosystems? Are we only concerned with the plants or the whole riparian community?	Policy RS.6	3-14	Kept as vegetation, as that is a significant natural resource in the plan. Added "native vegetation."
IP111	NULL	Combine RS.5 and RS.6 and include flood management in RS.6	Policy RS.6	3-14	These policies were kept separate. Note that they were renumbered to RS.3 and RS.4.
IP112	NULL	Don't overreact to flooding by destroying open space. Think of flooding mitigation as multipurpose for the other 99.9% of the time.	Policy RS.6	3-14	Added Policy DP.5 on incorporating nature-based infrastructure solutions in parks and open space.
IP113	NULL	I agree! Make infrastructure serve at least two purposes at once - e.g. flood control + beautification.	Policy RS.6	3-14	See also new Policy DP.5 on nature-based infrastructure solutions.
ON596	Sat Best	Change "riparian" to "native". Native includes riparian, and many key watershed plants are not riparian.	Policy RS.6	3-14	Changed to "riparian and native." Note that this policy was renumbered RS.4.
IP114	NULL	Just would like this to clarify that indigenous knowledge should come from indigenous peoples.	Policy RS.7	3-14	Added Ch.7 action item on collaboration with Indigenous leaders on natural/cultural resource projects.

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IP115	NULL	Can this be recognized and incorporated into all affairs and practices?	Policy RS.7	3-14	The Indigenous Commission convened a working group on this language and comment and did not propose changes.
IP116	NULL	Would this included increasing the current level of biodiversity in the surrounding area?	Policy RS.7	3-14	Yes, if there was a City/County project that involved biodiversity.
IP117	NULL	Maybe "decisions" instead of "affairs"?	Policy RS.7	3-14	Affairs was preferred because it is more general and matches the City's language - the City has a Indigenous Affairs Administrator.
IP118	NULL	Curious how this policy would effect snowmaking at Snowbowl if that decision were being made under this plan. Does this policy have necessary weight?	Policy RS.7	3-14	The Indigenous Commission convened a working group on this language and comment and did not propose changes.
L168	Equity Climate Advisory Group	Move beyond mere recognition of Indigenous knowledge by incorporating and centering it with clear strategies for engagement, relationship building, and frameworks for equitable knowledge-sharing.	Policy RS.7	3-14	Added Ch.7 action item on collaboration with Indigenous leaders.
L191	Equity Climate Advisory Group	“policy Rs 7: Recognize and incorporate indigenous knowledge and cultural practices into natural and cultural resource affairs and projects.” On a surface level, I’m a little skeptical about whether the indigenous knowledge and cultural practices are something that people would be willing to share if the approach is one that is only now calling for their voices and opinions to be heard or considered. It could possibly be interpreted as performative? I’m not part of the indigenous community so I don’t feel comfortable speaking on this, respectfully, this is just an initial thought that if not approached properly could come off the wrong way to some. I think the approach would definitely be to engage the indigenous community in a way that shows accountability for lack of engagement prior? I’m really not sure but I think this could use a little more structure to back it up.	Policy RS.7	3-14	The Indigenous Commission convened a working group on this language and comment and did not propose changes.
ON491	Sara Sprague	Suggest that we not only recognize and incorporate, but center and uplift indigenous knowledge in a mindful, culturally-appropriate way.	Policy RS.7	3-14	The Indigenous Commission convened a working group on this language and comment and did not propose changes.
ON795	Celia Barotz	Indigenous should have an upper case letter I.	Policy RS.7	3-14	Edit made.

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L83	Heather Green	Policy RS.7 and RS.10 and elsewhere in document: I support recognizing and incorporating indigenous knowledge as well as that of pioneers of all races and ethnicities etc. as described in Policy CR.2 because this diversity represents who we are as a community, who we will be in the future and how this area has developed historically.	Policy RS.7, Policy RS.10, and Policy CR.2	3-14	No change suggested.
ON1021	Zenya Ledermann	Agreed! As well as properly accredit	Policy RS.7, reply to ON491	3-14	The Indigenous Commission convened a working group on this language and comment and did not propose changes.
CM196	Sustainability Commission	Add: protection of "riparian habitat"	Policy RS.8	3-14	Riparian habitat is identified as a significant natural resource. It does not need to be spelled out further. Note that this policy was revised and renumbered as RS.5.
IP119	NULL	Subject to the best science, not the opinions of well-appointed concerned citizens	Policy RS.8	3-14	The Significant Natural Resources section in Ch. 7 states that experts should be consulted and lists organizations and resources. There is also an action item about building partnerships to support improved data.
IP120	NULL	Viewsheds are a natural resource	Policy RS.8	3-14	The City/County have no control over viewsheds on private property. The plan's approach is to focus on enhancing viewsheds in parks/open space and along streetscapes. See TS.5 and OS.1.
ON1156	Erica Rackley	Including "Carbon Dioxide Removal (CDR)" in this list as written is confusing because "Carbon Dioxide Removal (CDR)" when capitalized and abbreviated CDR refers to technology to scrub carbon dioxide from the atmosphere. This is an expensive industrial technology that I doubt the plan authors intend to include in this policy. Consider changing to "carbon sequestration" if the intent is to refer to plants' ability to store carbon.	Policy RS.8	3-14	CDR was removed from Policy RS.6 (formerly RS.8) and CA.4 was added on CDR.

Comment ID	User name	Comment	Comment Location	Page	Response
IP121	NULL	Can this include water conservation? and education to private property owners to adopt similar practice? Does this include non-native grasses at parks and city-owned planter boxes?	Policy RS.9	3-14	The WR goal and policies address water conservation. For implementing this policy, see the first High Priority Action Item in Ch.7 on invasive plant programs.
IP122	NULL	If only the majority of the population of Flagstaff knew which plants are invasive (by picture maybe) Education needed here - and not by attending a meeting!	Policy RS.9	3-14	See the first High Priority Action Item in Ch.7 on invasive plant programs.
IP123	NULL	Research all the work done by the Conservation Study Forum - yes, agree w/this!	Policy RS.9	3-14	No change suggested.
IP149	NULL	Rethink ways of allocating reclaimed water	Resource Stewardship new goals and policies	3-14	Reclaimed water is addressed in the WR and WQ policies, as well as Ch. 9 action items and background discussion.
IP150	NULL	Educating younger community members on these issues	Resource Stewardship new goals and policies	3-14	This is important but outside of the scope of the Regional Plan.
IP151	NULL	You mention the Resource Protection Overlay. Is there a plan to address the problems here?	Resource Stewardship new goals and policies	3-14	Yes, see p. 7-7 and the High Priority Action Item on 7-12.
CM197	Sustainability Commission	"Integrate nature-based solutions such as green infrastructure, wetland restoration, urban forests, and permeable surfaces into all development and infrastructure projects to enhance climate resilience, manage stormwater, improve biodiversity, and reduce environmental impacts."	RS new policy	3-14	Added Policy DP.5 on nature-based infrastructure solutions.
L6	Elson Miles	Wish list - "Construction of more parks! A prime location would be south of Switzer Canyon Rd. East of N. San Francisco St."	Map 3-7	3-15	The PROS policies, guidelines in Ch.4, and action items in Ch.8 call for creating new parks, but specific locations should be identified in the upcoming PROSE master plan or specific plans.
ON694	Valerie Piet	I really don't understand what "needs for" refers to here.	Map 3-7	3-15	The bubbles are labeled as areas where there is a need to acquire land for parks or open space for one or multiple reasons. There is a sentence on the next page that clarifies this.

Comment ID	User name	Comment	Comment Location	Page	Response
ON968	KB	Thorpe park is too small to serve as a regional park. Larger events need to be moved elsewhere, the area gets overwhelmed with traffic and parked vehicles.	Map 3-7	3-15	Thorpe Park is considered a regional park because it meets the standards set by the National Recreation and Park Association. See the Regional Snapshot on Parks, Recreation, and Open Space on the project website for more. See revised PK, TR, MT, and TS policies on managing demand for vehicles and parking.
ON980	Duffie Westheimer	Thorpe Park is asked to do too much for this growing city. There is too much impact on the surrounding neighborhoods that have to handle insufficient parking, resulting traffic and violations, noise, closed streets, etc. that degrade residential areas. Developers need to build significant parks with their projects.	Map 3-7	3-15	The PROS policies, guidelines in Ch.4, and action items in Ch.8 encourage the creation of new parks. PK policies were added on managing parking demand. See also TR, MT, and TS policies on managing demand for vehicles.
CM51	Commission on Inclusion & Adaptive Living	"....is accessible to <u>all</u> residents..."	Goal PROS	3-16	Edit made.
CM54	Commission on Inclusion & Adaptive Living	Add Policy PROS.7 (page 3-16) "Create and maintain spaces and opportunities in which therapeutic recreation can be provided."	Goal PROS	3-16	Recreation programming is out of the scope of the Regional Plan and should be addressed in the upcoming PROSE master plan.
CM6	Open Spaces Commission	"In the Chapter 8 Goal, add 'providing 10-minute accessibility to open space.' This is part of the Open Space core documents, and should be included in the goal in addition to the mention in the Implementation Guidelines."	Goal PROS	3-16	Providing 10-min access was incorporated into the Ch.4 Parks and Open Space guidelines.
IP88	NULL	Different govts + depts should combine resources for planning + implementation when trails can function as both recreation + transportation infrastructure	Goal PROS	3-16	In the City, Transportation staff do FUTS and trail planning, but there is collaboration with other city departments and other partners.
IP89	NULL	What is a greenway?	Goal PROS	3-16	"Greenway" describes the linear corridor along a trail, which could be parks and recreational space, open space, or natural or landscaped areas.

Comment ID	User name	Comment	Comment Location	Page	Response
IP90	NULL	Connectability to Baterville, Doney Park, Snowflake (across from mall + north) by connector trails to FUTS?	Goal PROS	3-16	Added Map 4-6 showing regional trail connections as part of the Transportation Framework in Ch.4.
ON88	Marilyn	Does this mean the plan cannot have a map of important natural resources such as steep slopes, canyons, riparian areas, wildlife corridors, meadows and other important geologic features? How will a land owner know when it comes time to develop that the community is concerned about these areas?	Map 3-7 call out box	3-16	No, see the Significant Natural Resources map in Ch.7 (because it is an informational map, not a policy map). There are so significant natural resources that cannot be reliably mapped at the scale of the Regional Plan. Displaying them on past maps led to misunderstanding.
ON89	Marilyn	I would like to see an additional goal that new developments insure that there is public access through trails through the neighborhood to the nearest nation forest or other public lands. No one should be cut off from National Forest lands near them.	Parks, Recreation, and Open Space Goals	3-16	Added PROS.4. Connectivity is discussed further in the land use framework in Ch.4.
IP91	NULL	A view is nice, but an efficient route is preferred	Policy PROS.1	3-16	This policy focuses on viewsheds because public feedback has indicated that protecting viewsheds is highly important to many community members, and parks and trails are one of the few locations where this can be accomplished. Note that this policy was relabeled as OS.1.
IP92	NULL	Incorporate call-out to Flagstaff trails initiative regional strategy	Policy PROS.1	3-16	Added Map 4-6 showing regional trail connections as part of the Transportation Framework in Ch.4.
ON827	Laura Huenneke	Parks and open spaces can also serve an important cultural and educational role - e.g. by using Indigenous (or other historical) names, by including interpretive signage or materials about the place's history or natural features, etc.	Policy PROS.1	3-16	Programming of parks and open spaces is outside the scope of the Regional Plan.
ON826	Laura Huenneke	Policies PROS.1 and .2 touch on aspects of this (by mentioning climate action and sustainability) - but I think the plan could benefit by recommending the explicit consideration of how open space can be used to enhance resilience in the face of climate disruption or similar crises/emergencies. Open spaces are used by many metropolitan planners to buffer against flooding, for example, or to serve as firebreaks. These can be invaluable resources!	Policy PROS.1 and PROS.2	3-16	Added DP.5 on nature-based infrastructure solutions.

Comment ID	User name	Comment	Comment Location	Page	Response
CM4	Open Spaces Commission	"Policy PROS.2: the two parts of this policy contradict/negate/cancel each other out. Delete 'while allowing for concentrated development in areas that support housing supply and climate action.' Leave only the first part of the policy to 'Focus the purchase and management of regional preserves and connector open spaces on protecting cultural or significant natural resources.'"	Policy PROS.2	3-16	This policy was left as is (except relabeled OS.2). Reviewers have requested that policies address the balance between different priorities and this is a policy that does so.
IP93	NULL	AND providing recreation + active transportation opportunities	Policy PROS.2	3-16	The programming/planning of parks and open space amenities is outside the scope of the Regional Plan.
IP94	NULL	I feel good about this but I feel like saying "support housing supply and climate action" can be combatting. Might not always be possible to clarify that the goal is to prioritize both if possible, and if not to identify the more feasible option to prioritize.	Policy PROS.2	3-16	This policy was left as is (except relabeled OS.2). Reviewers have requested that policies address the balance between different priorities and this is a policy that does so.
IP95	NULL	Is this just saying densification and protecting natural resources and culturally significant areas?	Policy PROS.2	3-16	Yes.
ON1000	Celia Barotz	I suggest you delete the word supply. It isn't really needed.	Policy PROS.2	3-16	No change (except relabeled OS.2).
ON770	Val Bryant	please add "landscapes".	Policy PROS.2	3-16	"Resources" is used because "significant natural resources" and
CM215	Sustainability Commission	Prioritize underserved communities	Policy PROS.3	3-16	Edit made.
IP72	NULL	Would be fantastic to offer more benches on our trail network + in parks.	Policy PROS.3	3-16	This is too specific for the Regional Plan.
IP73	NULL	Will there be some focus on accessibility for the disabled/handicapped?	Policy PROS.3	3-16	Updated the Goal PROS language to emphasize accessibility.
IP74	NULL	And rec + active transport opportunities	Policy PROS.3	3-16	Added PROS.4 on trail hubs but connectivity to parks is addressed in Ch.4 and the MT policies. Recreation is covered in Goal PROS.
IP75	NULL	Would like to see some sort of mention of equitable distribution of open spaces + equitable and sustainable compact development	Policy PROS.3	3-16	Added "prioritizing underserved areas of the Region."

Comment ID	User name	Comment	Comment Location	Page	Response
IP76	NULL	Again; densification mixed with greenspace?	Policy PROS.3	3-16	Yes.
IP77	NULL	Pocket Parks!	Policy PROS.3	3-16	Yes.
IP78	NULL	Public environmental education + interpretation at parks and along trails	Policy PROS.3	3-16	This is outside the scope of the Regional Plan.
ON90	Tyler	I have a concern with how this plays out in practice. A common tactic cities use for getting green space is requiring large new developments to create and maintain small parks for the public. I understand why the city does this (funding is scarce) but oftentimes the end result is low-quality (basically just a patch of grass to walk your dog) and often necessitates an HOA to maintain, which gets in the way of efforts to address housing affordability. Urban parks are a public good, which means they should be owned and maintained by the public!	Policy PROS.3	3-16	The policy is left flexible as to which entity should own and maintain the park, so that it does not limit options. Note that this policy was renumbered as PROS.3.
CM52	Commission on Inclusion & Adaptive Living	"...are publicly accessible and inclusive for all..."	Policy PROS.4	3-16	Changed to "are accessible to all." This became a Parks and Open Space guideline on p. 4-26.
IP79	NULL	Explain greenfield sites	Policy PROS.4	3-16	Greenfield development is defined in the glossary.
IP80	NULL	Can better practices to acknowledge native plants be incorporated for maintenance as well.	Policy PROS.4	3-16	See the Ch.7 action item on native plants.
IP81	NULL	What exactly does "a balance of amenities" entail?	Policy PROS.4	3-16	This means that amenities are well distributed throughout the entire park system. The whole system should provide enough of the amenities that are desired, and popular amenities should not be exclusive to one park. Note that this policy became a guideline in Ch.4.
ON1001	Celia Barotz	I suggest you delete the word a. It seems like it's not necessary.	Policy PROS.4	3-16	No change, this policy became a Parks and Open Space guideline in Ch.4.
ON736	Emily	"through active transportation infrastructure"	Policy PROS.4	3-16	Active transportation is addressed by the MT policies and in Ch.6.

Comment ID	User name	Comment	Comment Location	Page	Response
ON771	Val Bryant	Please add "and landscapes".	Policy PROS.4	3-16	It is unclear how landscapes would fit into this language. Note that this policy became a guideline for Parks, Recreation, and Open Space in Ch.4.
IP82	NULL	Would preserving natural wildlife interfere with this goal?	Policy PROS.5	3-16	Open space is generally more compatible with wildlife than regional parks. This is why the Best Practices for the Conservation of Significant Natural Resources (newly added to Ch.3) discuss aligning open space priorities with wildlife corridors.
IP83	NULL	Single occupancy vehicles/parking should be addressed as a goal to reduce for any city permitted events	Policy PROS.5	3-16	New PK policies were added on managing parking. Revised Policy MT.4 speak to reducing demand for single occupancy vehicles.
IP84	NULL	What does it mean to support larger public events sustainably?	Policy PROS.5	3-16	It means that the park can accommodate recurring large events without becoming damaged or dysfunctional.
IP85	NULL	Need more mention of parking here or occasional "special" busses as need arises - Like to Lowell for gatherings and how now busses go up to Snowbowl	Policy PROS.5	3-16	New parking policies were added under Goal PK. Buses are addressed in the TR goal and policies.
IP86	NULL	Clarify the type of regional park, vs. ft. Tuthill. Amenities should include sports complex, vs. public events that would compete with ft. Tuthill	Policy PROS.5	3-16	The Regional Snapshot on Parks, Recreation, and Open Space provides more information on what defines a regional park. They are not one-size-fits-all and can have a range of amenities, which could be determined in a parks master plan, but not the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1002	Celia Barotz	I suggest you delete the word support here.	Policy PROS.5	3-16	No change (except relabeled as PROS.2).
ON774	Val Bryant	Add "protect landscapes".	Policy PROS.5	3-16	No change, open space is more aligned with protecting landscapes than the regional parks described in this policy.
ON775	Val Bryant	Add "protect landscapes".	Policy PROS.5	3-16	No change, open space is more aligned with protecting landscapes than the regional parks described in this policy.
CM53	Commission on Inclusion & Adaptive Living	"....opportunities for <u>inclusive</u> access..."	Policy PROS.6	3-16	No change, covered by goal edit.
IP87	NULL	I'd very much like to see a broader distribution of community garden spaces. A 15 minute drive from the east side is prohibitive!	Policy PROS.6	3-16	Community gardens are discussed in Ch.5 and Ch.8.
ON737	Emily	Love all of this, BUT, let's not take places that have infrastructure for water, roads, good public transit and already have parks/open space and create MORE parks and open space instead of affordable housing because of NIMBYism. It would be nice to see this more explicit in the regional plan.	Policy PROS.6	3-16	OS.2 (formerly PROS.2) is intended to express this. In the revised priorities, Housing Attainability and Equity is a core priority, and Natural and Cultural Resources is a complementary priority.
ON364	Sat Best	Policy PROS.7: Support native plant and appropriate animal communities in parks and open space.	PROS goals and policies	3-16	Native plans are addressed in the RS policies and Ch.7.
ON695	Valerie Piet	Promote connectivity between trailheads and mountain line routes	PROS goals and policies	3-16	Added Policy PROS.4.
CM9	Open Spaces Commission	"It is important to more explicitly include maintenance of recreation and open space areas, not just acquisition and development."	PROS goals and policies or IGs	3-16	Maintenance is mentioned in the second High Priority Action Item for Ch.8, but is generally outside the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
IP144	NULL	More information about native plants and proper maintenance	PROS new goals and policies	3-16	Maintenance is mentioned in the second High Priority Action Item for Ch.8, but is generally outside the scope of the Regional Plan. See Ch.7 for discussion and action items on native plants.
IP145	NULL	Site appropriate sections of other chapters when applicable	PROS new goals and policies	3-16	Links were added in the new introduction paragraph for the Natural and Cultural Resources priority.
IP146	NULL	Flagstaff Urban Trail System is the web that knits parks, open spaces, and residents as a whole unit. It also provides for view shed opportunities.	PROS new goals and policies	3-16	The FUTS is addressed in the MT policies, Transportation Framework in Ch.4, and Ch.6.
IP147	NULL	FUTS should be a theme that brings transportation and all the PROS projects as one. Just referring to access is not sufficient. It is a fundamental part of Flagstaff's future. It is easy, with sprawl, to lose out.	PROS new goals and policies	3-16	The FUTS is primarily addressed in the transportation goals and policies and chapter, but cross references have been added to better connect the information. Themes were eliminated.
IP148	NULL	Just a note, it seems like the goal statements are in present tense, but the pro policy statements are in future tense. Why the mismatch?	PROS new goals and policies	3-16	The goals describe desired future conditions, while the policies state courses of action to achieve the goal.
CM198	Sustainability Commission	"Prioritize nature-based solutions and green infrastructure in the design of climate-resilient parks and open spaces, enhancing community well-being, supporting biodiversity, and providing sustainable recreation opportunities."	PROS new policy	3-16	Added Policy DP.5 on nature based infrastructure.
CM199	Sustainability Commission	"Explore options for creating greenways, green spaces, parks, paths/trails, and pollinator gardens in floodplains and flood-prone areas, and restoring native riparian vegetation, to enhance stormwater management, promote biodiversity, and provide recreational opportunities while reducing flood risks and supporting community resilience."	PROS new policy	3-16	All of these items in this list are covered by policies within the plan. Policies are less effective in a land use context when they integrate too many concepts. See new policy DP.5 on nature based infrastructure.
CM216	Sustainability Commission	Incorporate wildlife corridors and native plantings to enhance ecological connectivity. Mentioned in other sections, but seems like an important section for this.	PROS new policy	3-16	This is covered by RS.5 (formerly RS.8) and OS.2 (formerly PROS.2).

Comment ID	User name	Comment	Comment Location	Page	Response
ON257	Steven	My understanding is that Red Gap Ranch is considered part of the City's 100 year water supply. Is there any time table to run the pipeline needed to connect to that water source? If we don't use that water, is it possible we may lose it as an option?	Goal WR.a	3-17	Added Policy WR.7 on Red Gap Ranch. See further discussion of Red Gap Ranch on p. 9-7. These questions are better addressed by the City's Water Services Division in their master plans and reports, not the Regional Plan.
ON740	Emily	Add the Climate icon. Saving water also saves energy.	Goal WR.a	3-17	Themes were deleted.
ON738	Emily	add "water conservation"	Goal WR.b	3-17	No change, "sustainable" includes conservation, and Policy WR.2 is specifically about water conservation.
ON91	Marilyn	I would like this to read "quality and safety"	Policy WQ.2	3-17	No change, safety is implied by quality.
ON1077	Zenya Ledermann	add an educational and workforce component	Policy WQ.4	3-17	No change (other than relabeling as WQ.3) as this comment was unclear and may have been placed on the wrong page.

Comment ID	User name	Comment	Comment Location	Page	Response
ON258	Steven	Do we need to be specific about reclaimed wastewater being converted back to drinking water? This method will be used at large scale in the Phoenix area.	Policy WQ.4	3-17	Added Policy WR.6 based on former Ch.9 guidelines.
ON1074	Zenya Ledermann	Work with the community to develop and support policies...	Policy WQ.4	3-17	No change (other than relabeling as WQ.3) as this comment was unclear and may have been placed on the wrong page.
CM217	Sustainability Commission	Add in examples such as rainwater harvesting...just needs to be more specific.	Policy WR.1	3-17	Specifics are not appropriate in this policy. Specifics can be limiting
ON259	Steven	Although Inner Basin water is a small amount of our total, we have suffered pipeline damage and loss of that water with 2 different wildfires. Is there any way to improve reliability of this water source? Do we want to continue to pump water out of the Peaks ecosystem?	Policy WR.1	3-17	The City's Water Services Division makes these determinations, not the Regional Plan.
IP152	NULL	Encourage annual contest for water conservation ideas in whole community	Policy WR.2	3-17	This is outside the scope of the Regional Plan.
ON1072	Zenya Ledermann	and equitable	Policy WR.2	3-17	No change, it was unclear where this comment applied.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1098	david r	Why is reclaimed water available for golf courses but not available to homeowners for landscaping, gardens, etc. This is essentially a subsidy for gold courses which are not environmentally friendly.	Policy WR.3	3-17	The pipe system for reclaimed water is separate from the drinking water distribution system. In order to make reclaimed water available for individual properties, the City would have to spend an enormous amount of money installing new lines which is not a priority for the City.
CM218	Sustainability Commission	What about outside UGB...this is not mentioned anywhere in Goals or Policies, but has a significant piece in chapter 9. Not sure if this should be included in this policy or a new policy...it should not only specify what happens outside UGB, but what would be required in order for a place outside UGB to receive water...who has authority to grant this?	Policy WR.4	3-17	The plan's position on the UGB changed as a result of comments. The implementation guidelines on allowing water/sewer service outside of the UGB were removed. Ch.4 guidelines were updated to state that development requiring water and sewer will be located within the UGB. Expanding the UGB became a major plan amendment.
L138	Friends of Flagstaff's Future	Amend the final plan WR. 4 to say, "Provide sustainable and reliable water and sewer services only within the urban growth boundary" and remove the following from pages 9-12, "Consider expansion of the urban growth boundary in support of economic recruitment and retention and the creation of affordable housing opportunities (City only) and Do not extend water and sewer services beyond the urban growth boundary unless an analysis shows the service can be provided without impacting the availability of water to property owners already within the boundary (City only)."	Policy WR.4	3-17	The plan's position on the UGB changed as a result of comments. The implementation guidelines were deleted.
ON389	Celia Barotz	Is this the policy that is intended to allow the city council to provide water and sewer access to property owners outside of the current UGB on a case by case basis? (See the implementation guidelines page 9-12.). If it is, then I believe no one would really even know based on how this is written. With that said, I don't support what I believe the intent is here and suggest that the policy should say that water and sewer services shall be provided only within the UGB. If I understand the rationale for the proposed change (that is not even clear in this policy), then it seems that the broad change proposed in the implementation guidelines is much too broad for the 'problem'. I don't support a region wide solution that gives the council the authority to provide water and service to property owners outside the UGB on a case by case basis. This seems to defeat the purpose of the UGB and also go against the goal of preventing sprawl.	Policy WR.4	3-17	The plan's position on the UGB changed as a result of comments. The implementation guidelines on allowing water/sewer service outside of the UGB were removed. Ch.4 guidelines were updated to state that development requiring water and sewer will be located within the UGB. Expanding the UGB became a major plan amendment.

Comment ID	User name	Comment	Comment Location	Page	Response
ON92	Marilyn	I would like this to read "only within the Urban Growth Boundary."	Policy WR.4	3-17	This policy did not change, however the plan's position on the UGB changed to limit development requiring water/sewer to within the UGB. See revised guidelines on p. 4-14.
W65	F3	The community needs a better understanding of the policy rationale behind proposed changes to the UGB. (discussed at the meeting)	Policy WR.4	3-17	The plan's position on the UGB changed as a result of comments. The implementation guidelines on allowing water/sewer service outside of the UGB were removed. Ch.4 guidelines were updated to state that development requiring water and sewer will be located within the UGB. Expanding the UGB became a major plan amendment.
W66	F3	Concerns that the discretion concerning the UGB will be used in a way that shows favoritism based on past example u.e Saturn Ave.	Policy WR.4	3-17	The plan's position on the UGB changed as a result of comments. The implementation guidelines on allowing water/sewer service outside of the UGB were removed. Ch.4 guidelines were updated to state that development requiring water and sewer will be located within the UGB. Expanding the UGB became a major plan amendment.
W67	F3	The solution is too broad we need more and clearer criteria.	Policy WR.4	3-17	This policy did not change, however the plan's position on the UGB changed to only allow development requiring water/sewer within the UGB. See revised guidelines on p. 4-14.
W68	F3	Health and safety should be added as a reason for expanding the UGB.	Policy WR.4	3-17	Expanding the UGB was changed to be a major plan amendment.