NOTICE AND AGENDA
AMENDED

PLANNING & ZONING COMMISSION
WEDNESDAY
SEPTEMBER 24, 2025

COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
4:00 P.M.

To participate in the meeting virtually use the following link:

Join the Meeting Online

The public can submit comments that will be read at the dais by a staff member to RegionalPlan45Comments@flagstaffaz.gov

1. CALL TO ORDER

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Commission and to the general public that, at this meeting, the Commission may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the Commission's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. ROLL CALL

NOTE: One or more Commission Members may be in attendance telephonically or by other technological means.

CAROLE MANDINO, CHAIR
JOSHUA MAHER
CHRISTINE SHEEHY
CJ LUCKE
MARY NORTON, VICE CHAIR
IAN SHARP
MEGAN WELLER

3. OPEN CALL TO THE PUBLIC

At this time, any member of the public may address the Commission on any subject within their jurisdiction that is not scheduled before the Commission on that day. Due to Open Meeting Laws, the Commission cannot discuss or act on items presented during this portion of the agenda. To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

4. ACTION ITEMS

A. APPROVAL OF MINUTES

Approval of the minutes from the regular meeting September.

B. NEW ITEM: Approval of the Report on the Citizen Review Session for the Flagstaff Regional Land Use Plan 2045.

5. PUBLIC HEARING

A. **Public Hearing:** Flagstaff Regional Land Use Plan 2045 Adoption

STAFF RECOMMENDED ACTION:

1) Hold the Public Hearing

2) Make a recommendation to the City Council to adopt the Regional Plan 2045 with conditions outlined in staff report.

Additional Public Comment received September 23, 2025, at noon was added as an attachment.

6. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS

7. ADJOURNMENT

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. This notice has been posted on the City's website and can be downloaded at www.flagstaff.az.gov.

Dated this _____ day of _____, 2025.

_____

Alaxandra Pucciarelli, Commission Liaison

Planning & Zoning Commission **4. A.**
Meeting Date: 09/24/2025
From: Nancy Corbin-Fuller, Administrative Specialist

Information

TITLE:
APPROVAL OF MINUTES

Approval of the minutes from the regular meeting September.

STAFF RECOMMENDED ACTION:

Attachments

P&Z Minutes 9.10.25

MINUTES

PLANNING & ZONING COMMISSION
WEDNESDAY
SEPTEMBER 10, 2025

AQUAPLEX
1702 N FOURTH ST
4:00 P.M.

1. CALL TO ORDER

- Chair Mandino called the meeting to order at 4:00 p.m.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Commission and to the general public that, at this meeting, the Commission may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the Commission's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. ROLL CALL

NOTE: One or more Commission Members may be in attendance telephonically or by other technological means.

PRESENT:
CAROLE MANDINO, CHAIR
JOSHUA MAHER
CJ LUCKE
MARY NORTON, VICE CHAIR
IAN SHARP
MEGAN WELLER

EXCUSED:
CHRISTINE SHEEHY

3. OPEN CALL TO THE PUBLIC

- **Public Comment:**
  Flagstaff resident James Lemerick provided public comment.

At this time, any member of the public may address the Commission on any subject within their jurisdiction that is not scheduled before the Commission on that day. Due to Open Meeting Laws, the Commission cannot discuss or act on items presented during this portion of the agenda. To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

4. APPROVAL OF MINUTES

- Approval of the minutes from the regular meeting on August 27, 2025.

Moved by Mary Norton, **seconded by** Ian Sharp to approve the minutes from the regular meeting on August 27, 2025.

Vote: 6 - 0 - Unanimously

5. PUBLIC HEARING

A. Public Hearing: Flagstaff Regional Land Use Plan 2045 Adoption
1) Hold the Public Hearing
2) End the Public Hearing at 7:30 pm and continue it to September 24 at 4 pm at City Hall

Presentation:

Sara Dechter, Comprehensive and Neighborhood Planning Manager, gave a PowerPoint presentation and responded to questions from the Commissioners.

Public Comments were provided by:

- Sat Best
- Sean D. Golliher, Flagstaff 1st CCRC
- Michael William Martin
- Diane M. Martin
- Russell Randall, representing Barrier Free Flagstaff and the Community of Practice Transition Team
- James Keene
- Michelle James, Executive Director of Friends of Flagstaff's Future (F3)
- Jacqueline Thomas, on behalf of the Open Space Commission
- Mike Popejoy
- Rachael Simokonda
- Taylor Cerchie
- Charity Lee, Capstone Homes
- Jean Christy
- Sarah Hall

Responses to public comment questions were provided by:

- Sara Dechter
- Melissa Shaw, Long Range Planner, Coconino County

A discussion was held, and Commissioners' questions were addressed by:

- Sara Dechter
- Martin Ince, Senior Transportation Planner
- Michelle McNulty, Planning & Development Services Director
- Alaxandra Pucciarelli, Current Planning Manager
- Elsa Erling, Associate Planner
- Lauren Clementino, Heritage Preservation Officer
- Michelle James

6. MISCELLANEOUS ITEMS TO/FROM COMMISSION MEMBERS

- None.

7. ADJOURNMENT

- The meeting was adjourned at 7:31p.m.

SIGNATURE LINE
_____ CHAIRPERSON

Planning & Zoning Commission **4. B.**
Meeting Date: 09/24/2025
From: Nancy Corbin-Fuller, Administrative Specialist

Information

TITLE:
NEW ITEM: Approval of the Report on the Citizen Review Session for the Flagstaff Regional Land Use Plan 2045.

STAFF RECOMMENDED ACTION:

Executive Summary:

Attachments

Report on the Citizen Review Session

Report on the Citizen Review Session for the Flagstaff Regional Land Use Plan 2045

The Citizen Review Session was held at the Planning & Zoning Commission Work Session on Wednesday, August 27, 2025.

Presentation and Discussion

Sara Dechter, Comprehensive and Neighborhood Planning Manager, gave a PowerPoint presentation and answered the commissioners' questions. The questions and responses are summarized below. There were some additional minor clarifying questions and process-related questions that were not included in this summary.

Commissioner Maher asked how staff ensured that the plan reflects broader public sentiment, given that certain demographic groups or community groups might be disproportionately passionate about certain elements of the plan and might be more inclined to participate.

- Sara Dechter responded that it was key to create many opportunities for people to show up. The team received input from people who had never previously commented on zoning cases or the plan, because of the additional outreach. When the passionate participants were not in agreement, staff used the sounding boards of the Regional Plan Committee, Technical Advisory Committee, and the elected and appointed officials gathered at the Joint Retreat.

Commissioner Norton asked whether there was a legal definition of emergency, in the context of the City's declared housing and climate emergencies, and how the City's declarations of emergency affected the City's priorities and the Regional Plan priorities.

- Jennifer Mikelson, Housing Planning Manager, explained that the City's resolution adopting the housing emergency declaration from 2020 set forth specific action items for City staff. She stated that she was fairly certain that the Regional Plan was not mentioned in those action items. The 10-Year Housing Plan was born out of the declaration, and that plan does state how the Regional Plan should be revised.
- Jenny Niemann, Climate Section Director, added that the emergencies are not defined in any statutory way and do not have a legal definition. They do not require inclusion in the Regional Plan. She stated that she believes the two emergencies are

reflected in the core priorities because of the feedback received throughout the Regional Plan process.

- Sara Dechter added that each emergency has a strategic plan. From the beginning of scenario planning, staff considered what land use scenarios would move the needle on housing affordability and climate action. Staff found that scenarios that performed well for one emergency also performed well for both. Housing attainability and climate action became twin stars—each emergency is separate, but the solutions are linked. These two topics dominated the public comment. Housing affordability was the top choice on surveys that asked the community to rank their priorities, and drafts received intense feedback on climate action. A guide will be included in the Commission's packet demonstrating how the Regional Plan integrates the parts of each strategic plan that are within its scope.

Commissioner Sheehy expressed concern about the bifurcated process for a major plan amendment and a zoning case, as requiring the processes to be sequential adds costs. She asked if there were options to run these processes concurrently.

- Sara Dechter clarified that while other jurisdictions allow concurrent processes, Flagstaff has required the processes to be sequential since the 1990s. This topic is a separate question from the Regional Plan, as it concerns what is laid out in Title 11 of the City Code. Staff are starting to work on code updates to Title 11, even before the Regional Plan ballot is complete, to ensure that there are no conflicts between the code and the plan.
- Commissioner Sheehy expressed that she hoped the topic would be revised when Title 11 is revised.

Commissioner Sheehy suggested that a statement be added to address any possible conflict between the text and the maps.

- Sara Dechter answered that the suggestion could be added to the list of recommendations for conditions of approval.

Commissioner Lucke stated that at the state level, recent legislation has applied to communities over 75,000 so that it includes Flagstaff, when it could have been 100,000 and exempted Flagstaff. She hopes that at a staff level and elected official level, they are fighting back to set the benchmark at 100,000 to allow more local control.

Public Comments

There were two public comments made Citizen Review Session.

Russell Randall stated that he was speaking on behalf of Barrier Free Flagstaff and the Northern Arizona Community of Practice Transition Team, as well as providing his own thoughts. He stated that had thoroughly reviewed the Regional Plan Public Hearing draft and appreciated the edits made related to accessibility, inclusion, and universal design since the 60-Day Public Review draft, particularly in Ch.3. He noted sections of the plan where accessibility and inclusivity could be further mentioned and incorporated: the action items and Ch.5. He stated the maps and charts are not currently accessible for people with vision impairments and should be updated.

Robert Boothe stated that he was concerned about population growth in Flagstaff, including outlying County areas, and the development of new apartment complexes. He stated that water sustainability was his main issue, and that apartment residents should be under the same water restrictions as other residents. He stated that a new sustainability study should be done that accounts for population growth and climate change. If apartment residents are not under water restrictions, that should be a consideration in regard to a moratorium on new construction.

Planning & Zoning Commission 5. A.
Meeting Date: 09/24/2025
From: Sara Dechter, AICP, Comprehensive Planning Manager

Information

TITLE:
Public Hearing: Flagstaff Regional Land Use Plan 2045 Adoption

STAFF RECOMMENDED ACTION:
1) Hold the Public Hearing
2) Make a recommendation to the City Council to adopt the Regional Plan 2045 with conditions outlined in staff report.

Additional Public Comment received September 23, 2025, at noon was added as an attachment.

Attachments

Staff Report - Updated
FRLUP45 Chapters 1 to 3
FRLUP45 Chapters 4 to 5
FRLUP45 Chapter 6 to 8
FLRUP45 Chapters 9 to 11
FRLUP45 References, Glossary and Appendices
Errata
Revision Log
Housing and Carbon Neutrality Crosswalk with the Regional Plan 2045
Comment Response Pages 1-50
Comment Response Pages 51 to 100
Comment Response Pages 101 to 150
Comment Response Pages 151 to 200
Comment Response Pages 201-250
Comment Response Pages 251to 300
Comment Response Pages 301 to 363
Public Comments
Public Comments
Holding Space for Potential Conditions of Approval
Other Public Comments and Responses
Public Comments September 9th to 19th
Combined 9.20 to 9.23

PLANNING AND DEVELOPMENT SERVICES REPORT
COMPREHENSIVE UPDATE OF A GENERAL PLAN

PUBLIC HEARING

DATE: August 19, 2025
Updated: September 17, 2025
MEETING DATE: September 10 and 24, 2025
REPORT BY: Sara Dechter, AICP

REQUEST:
Staff requests that a new General Plan (Flagstaff Regional Land Use Plan 2045) be adopted to replace the current General Plan (Flagstaff Regional Plan 2030).

STAFF RECOMMENDATION:
Staff believe that the proposed Comprehensive Update of the General Plan contains all the elements required by A.R.S. 9-461.05 and the procedural requirements of Flagstaff City Code Title 11-01 and 11-02. Staff recommends the Planning & Zoning Commission forward the request to the City Council for adoption and to submit the proposed update to the voters for ratification at a May 2026 special election. Staff recommends the following condition of approval:

1) Update the plan per the attached Errata.
2) Make changes to the Plan as listed in the Conditions of Approval document prepared and reviewed during the hearing.

I. Project Introduction

A. Background/Introduction

Flagstaff and Coconino County have worked jointly on land use and transportation planning for the Flagstaff Region since the late 1990s. Vision 2030, the 2001 Flagstaff Land Use and Transportation Plan, and the Flagstaff Regional Plan 2030 (adopted 2014) have all been created through regional collaboration, analysis and policy making.

The Vision of the Flagstaff Regional Land Use Plan 2045 (the Plan) is "As the Region evolves, we commit to preserving our unique character, embracing our rich history, and safeguarding our precious natural resources. Through these efforts, we aim to foster a resilient community and vibrant economy where all residents have the opportunity to thrive."

To achieve this vision, the draft plan sets 6 priorities:

- Climate Action,
- Housing Attainability and Equity,
- Mixed Use Walkable Community,
- Natural and Cultural Resources,
- A Healthy Economy, and
- Resilient Public Services and Facilities.

The Plan proposes that Climate Action and Housing Attainability and Equity be identified as the core priorities and the other four be complementary priorities. Priorities are a key feature missing from the Flagstaff Regional Plan 2030. Though that document was monitored annually, there was very little change in the trends that the document purported to influence. Feedback from Staff and the input from 21 City Countyand partner commission, committees and boards was compiled at the beginning of the updated process through a Strengths, Weaknesses Opportunities and Threats assessment the details of which can be found on the project website. These findings were compiled into Critical Success Factors that were used as guidance as staff continued to engage with the community through workshops, charettes, meetings, surveys and other public participation opportunities and as the document was being revised. A Summary of all public participation events and feedback can be found on the project website at www.flagstaff.az.gov/regionalplan2045.

The Critical Success Factors identified are:

For the Process

- Creates a shared understanding of the solutions and choices we have and their costs
- Incorporates different and new perspectives and ideas
- Meaningful and diverse collaboration
- Produces fresh, updated, and clean datasets to use for the plan and beyond
- Enthusiastic buy-in from the community
- Improves coordination and alignment between the City, County, and other partners
- Increases the overall community understanding of long-range planning and the Regional Plan

For the Proposed Plan

- Feasible and Implementable
- User friendly and concise
- Reflects community values
- Incorporates diverse cultural perspectives of land, water and natural resources, such as protection of the four sacred elements: land, water, air, and fire.
- Incorporates critical thinking about vulnerabilities, uncertainties and complexities
- Considers the vision of different area plans appropriately
- Clarify activity centers and how they will be achieved
- Addresses cost constraints and affordability concerns for the community

These are the qualitative metrics by which the proposals, comments and revisions to the draft plan were evaluated. In addition, staff and the Regional Plan Committee also considered whether an issue was legally required and if it had a rational connection to land use decision-making. As a result of using these filters and retaining clarity of the document's purpose, the proposed Plan is more concise, has better defined priorities, and more implementable policies.

B. Applicability

The Flagstaff Regional Plan was designed to be applicable to the entire Region through adopting a single document in the City and the County. The Region is defined by the boundary of Metroplan, the Metropolitan Planning Organization for the Greater Flagstaff region. This 525-square-mile area includes the City of Flagstaff, which is 64 square miles, and the unincorporated County communities of Bellemont, Doney Park, Timberline, Fernwood, Fort Valley 180 Corridor, Kachina Village, and Mountainaire.

The City of Flagstaff is holding hearings in September and October 2025, and Coconino County will schedule hearings for the Regional Plan after the updated Comprehensive Plan, which is expected this fall as well. The proposed Plan will be adopted as an amendment to the Comprehensive Plan.

II. Public Participation

A. State and Local Requirements for Adoption of a General Plan

i. **Effective, early and continuous public participation (**9-461.06.C)

Public participation is central to the creation of the City's general plan. The Public Participation Outline provided a roadmap for the process and what would be accomplished at each phase. The four phases of public engagement in the process were:

a. Phase 1 Get Curious and Gain Understanding: This phase included the creation of Regional Snapshots and webinars, booths at events and the SWOT assessment with the City and County's Commissions, Committees and Boards.

b. Phase 2 What's Possible/What's the Vision? This phase included workshops, a scenario planning charette, technical advisory group meetings, small group stakeholder discussions, and online surveys.

c. Phase 3 Plan Creation: This phase included convening a Regional Plan Committee to review drafts and decern complex interrelated issues in creating a new plan, a 60-day public review and online and in person open houses. After the 60-day public review, the committee reconvened, and staff created an online survey to get further feedback on the land use category guidelines.

d. Phase 4 Plan Adoption: This phase is the one the City and County are currently carrying out. This Phase included two Citizen Review Sessions. This hearing is another step in adoption of the Plan and will be followed by a City Council Public Hearing on Thursday, October 9, 2025, and then a ballot initiative in May 2026.

All public meetings and hearings have been properly noticed in the newspaper of general circulation and with notices. Additional postcards for visioning workshops, scenario choosing open houses, the 60-day public review, and public hearings were sent to households in the Region by mail. Notice of the 60-day review was also included in water bills. Social media has been used to broadly disseminate all opportunities to engage in the update process. Results of all of these engagement efforts are available to review on the project website.

Plan updates also require notice and direct consultation with public officials and agencies, the county, school districts, associations of governments, public land management agencies. The City and County met throughout the process with Metroplan, Mountain Line, Arizona State Land Department, USDA, the National Park Service, the Northern Arizona Council of Governments, and the Flagstaff Unified School District. The City also informed and engaged with public utilities such as Unisource and APS and with other water providers and stakeholders through the Coconino Plateau Watershed Partnership.

ii. **60 Day Public Review (**9-461.06.D)

Following the Regional Plan Committee's endorsement of the full draft on September 30, 2024, the Plan was released for a 60-day public review. The review began on October 20, 2024, and ended on December 19, 2024. The review was noticed in the newspaper of general circulation, sent to a newsletter list of several hundred people, and supplemented by social media notices and news releases as well as mandatory notices to the required parties. During this time, the public could comment on the full draft online via the interactive platform Konveio, submit comment letters, or provide comments at four in-person workshops held in November. The Regional Plan team also hosted two online webinars, presented to Boards and Commissions, and held seven drop-in office hours sessions at various locations around the community. Over 2,000 comments were received during the review period.

iii. Citizen Review Meetings

The City held 2 Citizen Review Meetings, the first of which was a joint retreat of the City Council, Board of Supervisors and the City and County Planning and Zoning Commissions on May 2, 2025. The second Citizen Review session was held 14 days before the first public hearing with the Planning and Zoning Commission on August 27, 2025. These sessions were noticed to the registry of interested persons, the required agencies and there was an ad put in the newspaper of record within the required timeframe. Newsletters and social media supplemented this outreach.

Flagstaff City Code states that "Prior to the Council hearing on the proposed text or map amendment, the Planning Commission shall report on the issues and concerns raised during the citizen review session." The minutes of the May 2, 2025 meeting have been posted and distributed. The minutes of the August 27th meeting will be reviewed and approved by the Planning and Zoning Commission on September 10, 2025, and then forwarded to the City Council.

iv. Public Hearings (9-461.06.E and F)

Planning and Zoning Commissions "in municipalities with populations of more than twenty-five thousand persons shall hold two or more public hearings at different locations within the municipality to promote citizen participation." The first of these two public hearings is being held at the Flagstaff Aquaplex from 4pm to 7:30pm due to the closure time of the building. The hearing will be continued to a second location on Wednesday, September 24, 2025, at 4pm at Flagstaff City Hall. Notice of these hearings and the hearing scheduled for the City Council on October 9, 2025, were published on Tuesday, August 12, 2025, and Tuesday, September 10, 2025. A postcard with all meetings from August 27 to October 9 was sent to 39,239 residents through Every Door Direct Mail program of the US Postal Service.

At the end of the public hearing on Wednesday September 24, 2025 the Planning and Zoning Commission will make a recommendation on the adoption of the Flagstaff Regional Land Use Plan 2045 to the City Council with conditions that cover any document changes they would encourage the Council to consider. In order for the Council to improve the proposed Plan, a 2/3 majority of the City Council will need to vote in favor of a corresponding resolution and send the Plan to the voters as a ballot initiative.

iv. **Coconino County (**9-461.06.J)

The State requires that "a copy of the adopted general plan of a municipality shall be sent to the planning agency of the county within which the municipality is located, and such plan, or any portion of the plan may be adopted as a part of the county general plan." Coconino County plans to adopt the Plan after they complete public hearings on the update to the Coconino County Comprehensive Plan. The first public hearing in that process will be held at 4pm on Wednesday, September 24, 2025. The dates for Regional Plan hearings for Coconino County will be determined at a later date and advertised per the County Code.

v. **Ratification (**9-461.06.M)

The Arizona Revised Statute require that municipalities like Flagstaff "… shall submit each new general plan adopted … to the voters for ratification at the next regularly scheduled municipal election or at a special election scheduled at least one hundred twenty days after the governing body adopted the plan …. If a majority of the qualified electors voting on the proposition approves the new plan, it shall become effective as provided by law. If a majority of the qualified electors voting on the proposition fails to approve the new plan, the current plan remains in effect until a new plan is approved by the voters." The Clerk of the City of Flagstaff has recommended that the special election for the Regional Plan be scheduled for May 2026 as a mail in only ballot.

vii. Coordination with the Arizona State Land Department (9-461.05.A)

There are no conceptual land use plans within the Flagstaff region at this time. Nevertheless, the City of Flagstaff has coordinated with Arizona State Land Department through quarterly meetings, and the Department has provided comments on the draft plan during the 60-day public review.

B. Public Comments

Comments received during the Public Hearings will be transmitted to the Commission and Council as part of the final packet for each meeting and will be sent in real time to the distribution list at RegionalPlan45Comments@flagstaffaz.gov set up to be sent to all City Council members, the Planning and Zoning Commissioners and City Planning staff.

III. Required elements of the General Plan

A. State Requirements for Adoption of a General Plan

All policies and strategies to be developed under these elements are designed to have community wide applicability as per ARS 9-461.05H. Land Use Categories in Chapter 4 apply to the parcels identified on the Future Growth Illustration.

i. Statement of Community Goals and Development Policies (9-461.05.C)

Chapter 1 of the Plan contains a vision for the Flagstaff Region and introduces the 6 priorities. In Chapter 3, the Goals and policies are organized in relationship with the priorities, though it is acknowledged that a goal may relate to more than one priority as they are all interconnected. The community's goals are organized as follows:

Priority	Related Goals
Housing Attainability and Equity	Housing Attainability Goal Neighborhoods and Equity Cost of Development Parking
Climate Action	Climate Action Energy Growth Management Transit Multimodal Transportation
A Walkable Mixed-use Community	Development Pattern Transportation Systems Accessible Parks, Recreation and Open Space
Natural and Cultural Resources	Natural Resource Stewardship Cultural Resources Outstanding Open Space and Parks
Healthy Economy	Healthy Economy Employment Districts Airport Freight and Rail
Resilient Public Services and Facilities	Water Resource Management Water Quality and Stormwater Management Resilience Infrastructure Public Safety

ii. Land Use Element (9-461.05.C.1)

Proposed land use categories that describe the "general distribution and location and extent" of the required land uses are described and mapped in Chapter 4 of the Plan. The chapter includes the Future Growth Illustration, Density Ranges and Compatible Zoning Categories for each land use category, guidelines for all land use categories and for each category. Each land use category lists a wide variety of uses and housing types. Neighborhood commercial uses have been expanded in neighborhood categories and industrial uses are permitted in appropriate locations.

The selection of land use categories in various locations was calibrated using scenario planning. Scenario

planning is an approach to long range planning for cities and regions that enables communities to create and analyze multiple plausible versions of the future. It is increasingly being used in urban planning projects because of its usefulness in times of uncertainty and complexity. Scenario planning encourages strategic thinking around how and why our cities change and allows us to imagine multiple futures to meet some the most pressing challenges of our time related to climate change, transportation, infrastructure, technology, economic development, and housing. It is also a unique opportunity for community stakeholders to help shape the future through collaboration and consensus building around planning. The Preferred Scenario described on page 4-6 was overlaid with existing land entitlements and the underlying availability and feasibility of infrastructure improvements to support various densities and intensities of development. The Preferred Scenario showed that infill growth and investment in missing middle housing could result in a 20 percent reduction in housing costs versus today (in real dollars) and could increase transit and multimodal transportation use to lowe carbon emission. It also showed that ensuring that greenfield development that is mixed use and complete is also needed to meet housing affordability goals for the Region. These same land use strategies could also reduce vehicle emission by 8 percent and building emissions by 7 percent while also increasing walking and bicycling access to parks and open spaces. While the Regional Plan cannot preclude any property owner from using their existing entitlements, even if the scenario demonstrated greater community benefits of different land uses, intensity, and density of a site, the scenarios show that incentivizing zoning amendments in areas where increased intensity and density are identified outweighs the perceived benefits of more cumbersome process for zoning map amendments and requirements that might discourage property owners from considering revising their land entitlement. This is an important finding in terms of right sizing the approach to rezonings as described under Plan Implementation below.

Guidelines and policies addressing infill and compact form can be found in the Urban and Suburban Center guidelines in Chapter 4, and in Chapter 3, under Policy CD.3, Policy PK.2, Policy DP.1, Policy DP.1, Policy DP.1, and Policy I.1.

Access to incident solar energy and considerations of air quality are addressed in policies that promote the reduction of greenhouse gas emissions and encouraging the use of renewable energy (Policy CA.4 and Policy E.1). Chapter 7 discusses that air quality in the region currently meets NAAQS standards except when impacted on a short term basis by smoke and other limited duration events. Chapter 10 states that they City Zoning Code permits small scale renewable energy like solar in all zones by right and therefore the Regional Plan cannot further this use beyond what is currently allowed.

Areas of current aggregate mining production are identified on the Future Growth Illustration. The Guidelines for All Land Use Categories incorporates the Arizona State mining Inspectors Guidance by reference and in the Employment District Category, non residential uses are encouraged in the vicinity of aggregate mineral operations.

iii. <u>Circulation Element (</u>9-461.05.C.2 and 9-461.05.E.3)

Policy Maps 4-3 and 4-4 display the street network on the Regional and City scale and include freeways, arterial and collector streets.

Addressing is addressed on page 11-4 explaining the existing system that supports the Enhanced 911 standards.

Parking facilities are addressed directly in the Goal PK and related policies and other matters that may be related to the improvement of circulation are addressed by policies that call for Complete Streets and the design of Gateways and Great Street designs. Policy MT.1 also addresses Intelligent Transportation Systems which are smart infrastructure that can be used to allow more nimble adaptation of traffic signals and other traffic control infrastructure.

A transit element is included in the plan through the inclusion of the Permanent Transit network on the Street Network Maps in Chapter 4, Information Map 6-1 : Transit Network and information on the transit service improvements described in the 5-year plan. There are also Transit policies in Chapter 3 that emphasize cooperation with Mountain Line to improve service, performance, awareness and ridership.

The regional transportation system is further evaluated in Airport and Freight and Rail policies and evaluations in Chapters 3 and 6.

iv. Open Space Element (9-461.05.D.1)

A complete inventory and description open spaces and parks in the Region is provided in the Parks, Recreation and Open Space Regional Plan Snapshot and Policy Map 3-1 provides a map of all existing open spaces and parks and the areas of future need for regional scale parks and open space. The goals and policies address various scales of open spaces from urban parks and connector open spaces which may be small and tucked into neighborhoods to larger Regional Parks that support large events and diverse recreational opportunities. While the plan is not allowed to identify any land as open space without written property owner permission, the policies do provide criteria to consider when acquiring new parks and open space. These criteria focus on significant natural and cultural resources such as wildlife corridors historic sites and viewsheds as well as areas of high priority needs and underserved communities.

The Plan sets high priority action items to create new funding for parks and open space and to update the City's Parks, Recreation, and Open Space Master Plan. Existing parks and open space plans are considered and consistent with the proposed Plan.

v. **Growth Area Element (**9-461.05.D.2)

a. For a description of how the plan identifies "areas suitable for planned multimodal and transit expansion" and "make auto transit and multimodal more efficient," see Bicycling Element and Circulation Element descriptions. The Land Use and Transportation Frameworks in Chapter 4 are designed to work together to ensure that future connectivity is maintained for streets, trails, bikeways, and other vital transportation infrastructure. The Street Network identifies a blue area that is in need of future connectivity studies because the topography of the area is challenging and the future development plans so uncertain that they extent of the future transportation network could not be determined at this time.

b. For a description of how the plan addresses "conversation of significant natural resources and open space," see the Open Space Element and the Conservation Elements. Open Space was designated on the Future Growth Illustration to the extent allowed by statute.

c. The Growth Element is also expected to include policies and strategies to "promote public and private construction of timely and financially sound infrastructure expansion." The Plan addresses water, transportation, and public facilities and buildings and how they can be managed efficiently under Goals FR, WR, TS, I, and PS. The plan also addresses investing for capital improvements in infill areas as a means of ensuring cost effectiveness and investing to support housing affordability. The plan also encourages looking at evaluating emerging technology in drinking water production to ensure the sustainability and cost effectiveness of our water management system.

vi. Environmental Planning (9-461.05.D.3)

The effects of development on the natural environment are addressed under Goals CA, WR, and RS. See Conservation for information on air quality, water quality and natural resources conservation. Within an area being developed or a part of the community that has already been developed, the Plan supports mitigation hazards, especially fire and flooding risk through site planning and natural resource management. The Plan acknowledges that climate change could lead to an increase in unanticipated and high severity wildfires and flood events. Policy R.1 and Policy R.2 supports preparing human and natural systems to be more resilient to these events and for available public resources to be allocated to support community resilience. Policy R.3 and Policy R.4 promote that mitigation and preparedness be expanded, expedited and carried out equitably to ensure the safety of people and the health of ecosystems. When focusing on resilience as the central premise of environmental planning in developed areas, the plan takes a longer term approach to looking at ecosystem health and more fully integrated climate change forecasts.

vii. Cost of Development Element (9-461.05.D.4)

Goal CD and related policies focus on building strategies that can reduce the overall cost of development and support affordable and attainable housing. The City Code requires that developers pay their share of public improvements through impact analysis, researching and coordinating funding strategies will help ensure that the necessary improvements are beneficial to the overall development and the community without creating financial burdens for home buyers and renters with higher costs.

viii. Water Element (9-461.05.D.5 and 9-461.05.F)

Information Map 9-1 and Figure 9-2 demonstrate the known legally and physically available water supplies in the Region and their use over time. Demand for water resulting from the growth projected in the Regional Plan is evaluated every 5 years using the methodology and peer review of the Arizona Department of Water Quality process for determination of a 100 year Adequate Water Supply. Chapter 9 shows the calculation of the 100 year supply basecase and explains consideration of drought, the need for additional water sources and the potential for advanced water treatment. These topics are explained in greater detail in the annual report to the Water Commission. Additional Water supplies will be needed when water demand exceeds, 15,710 acre feet.

ix. Conservation Element (9-461.05.E.1)

Conservation, development and utilization of natural resources is addressed in a wide variety of ways in throughout the plan. Significant natural resources are identified and incorporated into several policies and Best Practices for the Conservation of Significant Natural Resources. Policies DP.5, RS. 5 and OS.2 all integrate significant natural resources. Geological faults, Audubon bird sanctuaries and other known bird habitat, steep slopes and rocky outcroppings that support rare plants and wildlife, riparian areas including springs, seeps, wetlands and alluvial soils and wildlife corridors are mapped and described in Chapter 7. Three unmapped resources of Gunnison's prairie dog colonies, large stands of Ponderosa Pines and rare plant communities are identified because they lack accurate spatial data. The Plan states that they should still be considered in discretionary decisions and should be identified in site specific resource surveys. Dark skies are a natural resource specific to the Flagstaff Region. They are addressed in Policy RS.1.

The utilization of water resources and the protection of water quality and watersheds are addressed in the Water Resources goal and Policy RS.4. WQ.1 and WQ.2 address pollution control. Flood control and the regulation of the use of land in stream channels are addressed in Policy RS.2, RS.3 and R.3 and the guideline to discourage construction in the 100-year flood plain which has already been incorporated into City Code.

The reclamation of land and the prevention, control and correction of the erosion of soils, beaches and shores was deemed to be not applicable to the region.

x. Recreation Element (9-461.05.E.2)

The comprehensive system of areas and site for public recreation are identified on Map 3-1 and Goal PROS sets the direction for this system to support public and environmental health, diverse recreational needs, accessibility and interconnected trails and greenways. This connectivity further supported by the Transportation Frameworks inclusion of Urba Trail (Policy Map 4-5) Regional Trails (Policy Map 4-6_ and the Bikeways Plan (Policy Map 4-7) which are designed to connect public parks, open spaces and trails.

xi. Public Services and Facilities Element (9-461.05.E.4)

Goal PS outlines how public safety will be addressed through high quality emergency response and risk reduction from human and natural hazards, including flooding and fire. These policies are cross referenced throughout the supporting chapters to the existing infrastructure and safety plans including the Water Conservation Strategic Plan, the Multijurisdictional Hazard Mitigation Plan, the Coconino County Emergency Operations Plan, the Regional Wildfire Strategy, the Flagstaff Watershed Protection Plan, the Plan for Bioeconomy Development Opportunity Zone to support forest thinning operations, the Forest Service 10-year Strategy, the Arizona Mitigation Plan the Flagstaff Community Wildfire Protection Plan and the City of Flagstaff Fire Strategic Plan. It also considers the City of Flagstaff Climate Emergency and its Climate Resilience Plan to ensure that these plans and the built environment can support public safety sustainably.

xii. Public Buildings Element (9-461.05.E.5)

The locations of civic and community centers, schools, libraries, police and fire stations and other public buildings are identified on Information Map 11-1.

xiii. Housing Element (9-461.05.E.6)

The Plan's existing and forecasted affordable housing needs were evaluated using the Office of Economic Opportunities forecasts for Flagstaff and Coconino County and were interpolated with a peer review by their staff. The 10 Year Housing Plan provided an analysis of the unmet demand from past housing trends and the needs for various priced strategies. Even though production increased between 2012 and 2022, the variety of housing was limited, and the price of new units exceed the ability of wage-earning residents to pay for them. These data points were considered in the scenario planning modeling and used to estimate how different land use patterns might influence housing affordability and the costs of transportation for households in the Region. The findings of the scenario planning process and its influence on developing the Future Growth Illustration and Land Use Framework are described in Chapter 3. In addition to these processes, the City conducted a Land Availability and Suitability Study and Code Analysis Project (LASS-CAP) which provided useful data on the current market conditions and the site constraints of the current available land and code limitations in providing affordable housing within the Region. These data sources, analysis, and modeling allowed staff to take the most comprehensive look at the elements influencing growth, construction and housing attainability of any previous General Plan update. Using the findings of these efforts better supported housing policies that can move the needle on housing costs and support a sustainable workforce and community. The findings regarding the Business-As-Usual scenario were particularly helpful in establishing that current policies must be altered to achieve housing affordability goals of the community. The land use patterns we have supported in the past need re-examination and change to support both the Housing Emergency and the Climate Emergency.

The Plan supports preventing the loss of affordable housing (including to substandard conditions and lack of maintenance in Policy HA.1 and improving the resilience and housing stability for vulnerable homeowners in Policy NE.6. The Plan includes policies and strategies to rehabilitate, develop and expand homeownership and rental opportunities for all income levels by removing systemic barriers, partnerships, new housing models and services that address homelessness, displacement and housing

affordability under Goals HA and NE. Policy NE.1 and NE.2 are particularly important markers of the community's goals for housing. Policy NE.1 states "Increase equity in housing and economic opportunity for existing and future generations" and Policy NE. 2 stated "Include a range of housing options for all income levels in neighborhoods." These policies address the equal provision of housing, and the desire to increase the affordability and variety of housing in the Region.

xiv. Conservation, Rehabilitation and Redevelopment Element (9-461.05.E.7)

No slums or blight were identified in the Region and this is stated in Chapter 5.

Community redevelopment is address in policies CA.6, DP.2, HE.4, ED.1, ED.2, R.4 I.1 and in the design of the Future Growth Illustration. The policies discuss where high density housing is needed, development of a diversity of housing types, development of industrial properties and employment uses and how to locate facilities that support public safety and emergency response in a sustainable manner.

xv. Safety Element (9-461.05.E.8)

a. Safety from natural and artificial hazards are addressed in Policies RS.2 and RS.3 and in Goal R and PS.
b. Evacuation Routes are addressed in Policy PS.1.
c. Peak load water supply is addressed through the identification of fire flows which are established in the International Fire Code as described on Page 11-1. Calculations of water adequacy and Policy WR.1 support consideration of peak flows in order to ensure the reliability and safety functions of the water system in the City of Flagstaff.
d. See Circulation for minimum road width consideration.
e. Geological hazards are identified on the Significant Natural Resources Map (Information Map 7-3).

xvi. Bicycling Element (9-461.05.E.9)

Proposed bicycling facilities are identified in Policy Map 4-5 Urban Trails Plan, Policy Map 4-7: Bikeways Plan and Policy Map 4-8:Enhanced and grade-separated crossings.

xvii. Energy Element (9-461.05.E.10)

Climate Action and Energy policies (CA.2, CA.3 and E.1) address energy efficiency and encourages renewable energy in the Region.

xviii. Neighborhood Preservation and Revitalization Element (9-461.05.E.11)

In Chapter 3 Housing Attainability (Policy HA.2, HA.5 and HA.6) and Neighborhood and Equity (NE.4 and NE.6) encourage homeownership and improving housing conditions and stability for owners and renters. They also support the involvement of neighborhood associations and other organizations in promoting neighborhood development.

The maintenance of commercial and residential buildings in neighborhoods is supported by the Best Practices for Creating a Sense of Place and the Cultural Resources goals and policies.

IV. Plan Implementation

A. Plan Conformance

The finding of plan conformance is required for annexations, dedications and abandonments, zoning map amendments, and specific and area plans. ARS 9-462.01.F states that, "All zoning and rezoning ordinances or regulations adopted under this article shall be consistent with and conform to the adopted general plan of the municipality, if any, as adopted under article 6 of this chapter. In the case of uncertainty in construing or applying the conformity of any part of a proposed rezoning ordinance to the adopted general plan of the municipality, the ordinance shall be construed in a manner that will further the implementation of, and not be contrary to, the goals, policies and applicable elements of the general plan. A rezoning ordinance conforms with the land use element of the general plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the land use element of the general plan."

The methods for implementing the Regional Plan are found in Chapter 2: How the Plan Works. The Chapter explains what can trigger a plan amendment, what constitutes a major and minor plan amendment, what changes can be made administratively, and what is needed to receive a finding of conformance for various types of decisions.

A Zoning Map amendment is the most frequently made decision requiring a finding of plan conformance. Chapter 2 states "A zoning map amendment must conform to the following:

1. Compatible Zoning Categories of the Table of Zoning Compatibility for Each Land Use Category,
2. Guidelines for all Land Use Categories,
3. Category guidelines for each Land Use Category under the corresponding Building Block, and
4. The Transportation Framework."

These elements of the plan were designed through scenario planning to synthesize how the land use and transportation plan can meet the goals and policies of the plan. If a proposal meets these elements, then it conforms to the plan. If a proposal does not conform with these elements, then a Regional Plan amendment will be required. For a Regional Plan Amendment, a Finding of Conformance will also require a review of "two plan priorities (Chapter 3, Goals and Policies), one of which must be a core priority and be found to 'and not be contrary to, the goals, policies and applicable elements.'" Once the need for a plan amendment is established then it must be determined if a major or minor plan amendment is required. Major Plan amendment categories are found on page 2-9.

These two tiers of analysis are designed to promote rezoning applications that meet that land use categories selected. The scenario planning efforts showed that the poorest performing scenario was the Business As Usual which assumed that all land is developed using its current entitlements and rezoning do not occur. This demonstrated that rezoning properties is a key strategy to meeting the priorities, goals and policies of the Regional Plan. Elements of how properties are developed City-wide do need revisions in the Zoning Code, Engineering and Design Standards and Specifications and the Building and Fire Codes in order to fully implement the Regional Plan but to be effective these changes must be systemic and be adopted in a universal manner, not just applying to discretionary development cases. The updates to these codes are critical to meeting the core priorities of Housing Attainability and Equity and Climate Action in particular.

Requirements for conformance for other decisions can be found on pages 2-2, 2-3 and 2-4 of the proposed Plan.

B. Specific Plans

The City of Flagstaff has adopted the following specific plans since 1990:

- The West Side Area Plan
- The Woodlands Village Specific Plan
- La Plaza Vieja Specific Plan

- Southside Community Specific Plan
- Lone Tree Corridor Specific Plan
- McMillan Mesa Village Specific Plan
- Northern Arizona Healthcare Specific Plan
- Juniper Point Specific Plan

For these specific plans adopted before the ratification of this Regional Plan:

- When a specific plan is adopted by resolution, like the Southside Community Specific Plan, any conflicting direction between the Regional Plan and a specific plan created before the Regional Plan's adoption should be interpreted to favor the Regional Plan's goals and policies. This means that conflicting policies in the specific plans will not be considered in findings of conformance.
- When a specific plan is adopted by ordinance, like the McMillan Mesa Village Specific Plan, the Regional Plan cannot supersede specific plans adopted by ordinance but must be considered if the specific plans are amended.

Concurrently with the adoption of the Regional Plan, the City will be rescinding the Woodlands Village Specific Plan due to its age, the fact that the area is developed, and conflicts with existing code requirements. The Juniper Point Specific Plan is still in place, but the property owner applied to have it rescinded in the future.

C. Amendments to the Flagstaff Regional Plan 2030 after adoption of the proposed Plan

Plan amendments and specific plan applications from private property owners under the current Flagstaff Regional Plan 2030 may continue to be received and processed by the City until the Flagstaff Regional Plan 2045 is adopted by voters. Staff recommends adding an additional category to the administrative changes to allow for an administrative update if the City Council adopts any amendments to the Flagstaff Regional Plan 2030 or specific plans that are adopted based on applications deemed complete prior to the ratification of the proposed Plan.

V. Other City Plans and Policies

A. Housing Emergency

The Flagstaff 10 Year Housing Plan and the Housing Emergency that was declared in 2020 are discussed in Chapters 1 and 5 of the Regional Plan. The proposed Plan has policies and priorities that relate to 17 of the strategies identified. The plan includes three strategies under Policy Initiative *Create 2: Ensure that the Flagstaff Regional Plan includes robust affordable housing goals and policies,* which are addresses as follows*:*

Create 2.1	Update the Regional Plan policies to support increased density related to affordable housing.	NE.2. Include a range of housing options for all income levels in neighborhoods. CA.6 Support high density housing where there are nearby commercial services or transit. GM.1 Promote medium-to-high density residential developments and mixed-use developments within the Urban Growth Boundary (UGB) to resist urban sprawl.
Create 2.2	Identify suburban areas to support greater density and intensity of development.	Suburban Neighborhoods in the proposed plan support 2-29 duac, where the current plan allows 2-13 dual unless a project is mixed use.

Create 2.3	During the update of the Flagstaff Regional Plan, revise the Community Character chapter for goals and policies to include cost-saving methods that reduce the conflict between affordable housing, historic preservation, and urban design.	The Community Character chapter is proposed to be eliminated and incorporated as a set of Best Practices for Creating a Sense of Place.

A list of the applicable strategies in the 10-year Housing Plan and the associated proposed Plan text can be found in the Housing and Carbon Neutrality attachment.

B. <u>Climate Emergency</u>

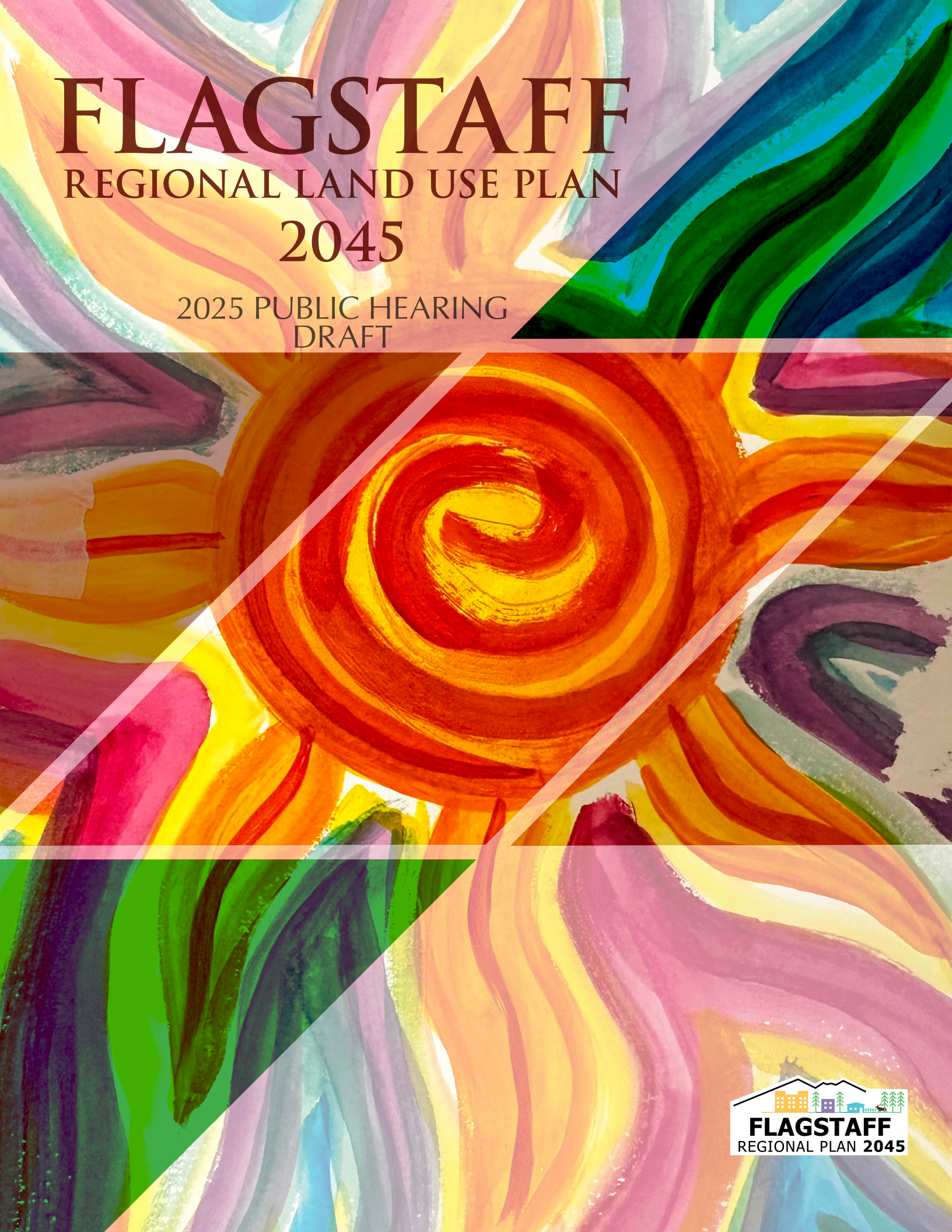
The Climate Emergency that was declared in 2020 and the Carbon Neutrality Plan is discussed in Chapter 1 and 7 of the proposed Plan. The Carbon Neutrality Plan has 54 policies, all but 4 of them are addressed in the proposed Plans, Policies, Action Items, and Guidelines. A list of the applicable strategies in the Carbon Neutrality Plan and the associated proposed Plan text can be found in the Housing and Carbon Neutrality attachment.

Attachments:

- Flagstaff Regional Land Use Plan 2045 – Public Hearing draft
- Errata
- Revisions Log 60-day public review to public hearing draft
- Response to comments from the 60-day Public Review
- Housing and Carbon Neutrality Crosswalk with the Regional Plan 2045
- Holding Space spreadsheet
- Other Public Comments

FLAGSTAFF
REGIONAL LAND USE PLAN
2045

2025 PUBLIC HEARING
DRAFT



FLAGSTAFF
REGIONAL PLAN 2045

CITY OF FLAGSTAFF LAND ACKNOWLEDGMENT

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

PUBLIC ARTWORK IN THE REGIONAL PLAN

The art depicted throughout the *Flagstaff Regional Land Use Plan 2045* (Regional Plan) has a history and is a component of the Regional Plan itself. The voice and vision of community members, ideas, and buy-in were central to planning and making future decisions. Artist Sonja London-Hall was asked to create activities that introduced important planning concepts in a way that encouraged input. Using thoughtfully planned art-based activities, community members began a dialogue. The dialogue centered around six main planning topics important to Flagstaff and the Region: History, Housing, Land Use, Place, Transportation, and Water.

Over a span of two years there have been many settings involving community input. The Regional Plan Committee and the City of Flagstaff hosted many public participation opportunities to "Get Curious and Gain Understanding" of the long term vision. Please enjoy the art in this publication as it represents creative play and idea gathering from community members. The art represents all ages and demographics.

Cover art: "Sunny" By Olivia Tiggs



Art Curated by Sonja London-Hall, Community Art Showcase
Exhibited at the HeArt Box Gallery + Studio, Jill Sans, May 3, 2024

REGIONAL PLAN PREPARED BY:

For a full list of the staff, partners, elected officials, commissioners and committee members, and other community members who contributed to the Regional Plan, see the Acknowledgments section in the Appendix.

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for a cover letter from the Mayor of Flagstaff

This Page was intentionally left blank as a placeholder for a cover letter from the Chair of the County Board of Supervisors

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This section contains Chapters 3 and 4. The City of Flagstaff and Coconino County personnel use the content of these chapters to implement this plan when considering land use decisions such as zoning map and text amendments, annexations, dedications and abandonments, and specific plans.

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This chapter discusses public safety, emergency management, hazards including fire and flooding, and infrastructure systems for water, wastewater, stormwater, broadband internet, and other utilities.

REFERENCES R-1

This section contains a list of references cited in all chapters.

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This section contains a list of acronyms and abbreviations and definitions for terms used in the document.

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Appendix A contains metrics for annual reporting on this Regional Plan.

Appendix B contains acreage information associated with the Future Growth Illustration.

Appendix C contains more detail on the High Priority Action Items found in Chapters 5-11.

Appendix D contains a Public Participation Summary.

NOTES ON READING THIS DOCUMENT

Throughout this Regional Plan, information on climate change can be found in blue boxes.

Information on housing attainability can be found in green boxes.

Callout boxes with a green outline provide supplementary information to the text in the chapter.

Tan boxes in Chapter 3 provide details on how to interpret and implement the policy maps, goals, and policies.

To guide you to related information, the document contains internal and external links, such as "see Chapter 3, Goals and Policies" or "See the Active Transportation Master Plan."

Every chapter has an endnotes[1] page, which provides technical notes and reference citations. A detailed reference list is provided following Chapter 11.

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CHAPTER 1

INTRODUCTION

INTRODUCTION

The Flagstaff Region (Region) has envisioned the community's future through a joint City-County Plan since 2001. The vision of these documents has continued to move forward from the *Flagstaff Regional Land Use and Transportation Plan* (adopted 2001) to the *Flagstaff Regional Plan 2030* (adopted 2014) to the *Flagstaff Regional Land Use Plan 2045*. The Region includes the City of Flagstaff (City) and surrounding Coconino County (County) communities, uniting various government planning efforts under one vision. These forward-looking and cooperative plans have created shared resources for land use decisions, City and County policies, transportation and environmental planning, and intergovernmental coordination with state and federal partners for the last 20 years and intend to build on this legacy for another 20 years.

A VISION FOR THE FLAGSTAFF REGION

As the Region evolves, we commit to preserving our unique character, embracing our rich history, and safeguarding our precious natural resources. Through these efforts, we aim to foster a resilient community and vibrant economy where all residents have the opportunity to thrive.

Community in a Sacred Landscape

In this Region, we live in the presence of sacred peaks. The Region's landscape is centered around what are commonly referred to as the San Francisco Peaks, a 12,633-foot stratovolcano surrounded by the largest contiguous Ponderosa pine forest in the world. The official name for the Peaks was given by Franciscans to honor St. Francis of Assisi in the 1600s. Fourteen Native Nations consider the San Francisco Peaks as sacred and believe She is a sacred and life-giving entity. These Nations are the Acoma Pueblo, Fort McDowell Mohave Apache, Havasupai, Hopi, Hualapai, Kaibab Band of Paiutes, Navajo, San Carlos Apache, San Juan Southern Paiute, Tonto Apache, White Mountain Apache, Yavapai Apache, Yavapai-Prescott, and Zuni people.

The Indigenous People of the Region have many names for the Peaks, some of which refer to the Peaks collectively and others just to the tallest of the three Peaks, Mount Humphreys:

- Tsii Bina in Aa'ku (Acoma)
- Dził Tso in Dilzhe'e (Apache)
- Hvehasahpatch or Huassapatch in Havasu 'Baaja (Havasupai)
- Nuva'tukya'ovi in Hopi (Hopi)
- Wik'hanbaja in Hwal`bay (Hualapai)
- 'Amat 'Iikwe Nyava in Hamakhav (Mojave)
- Dook'o'oosłííd in Diné (Navajo)
- Nuvaxatuh in Nuwuvi (Southern Paiute)
- Wi:mun Kwa in Yavapai (Yavapai)
- Sunha K'hbchu Yalanne in A:shiwi (Zuni)

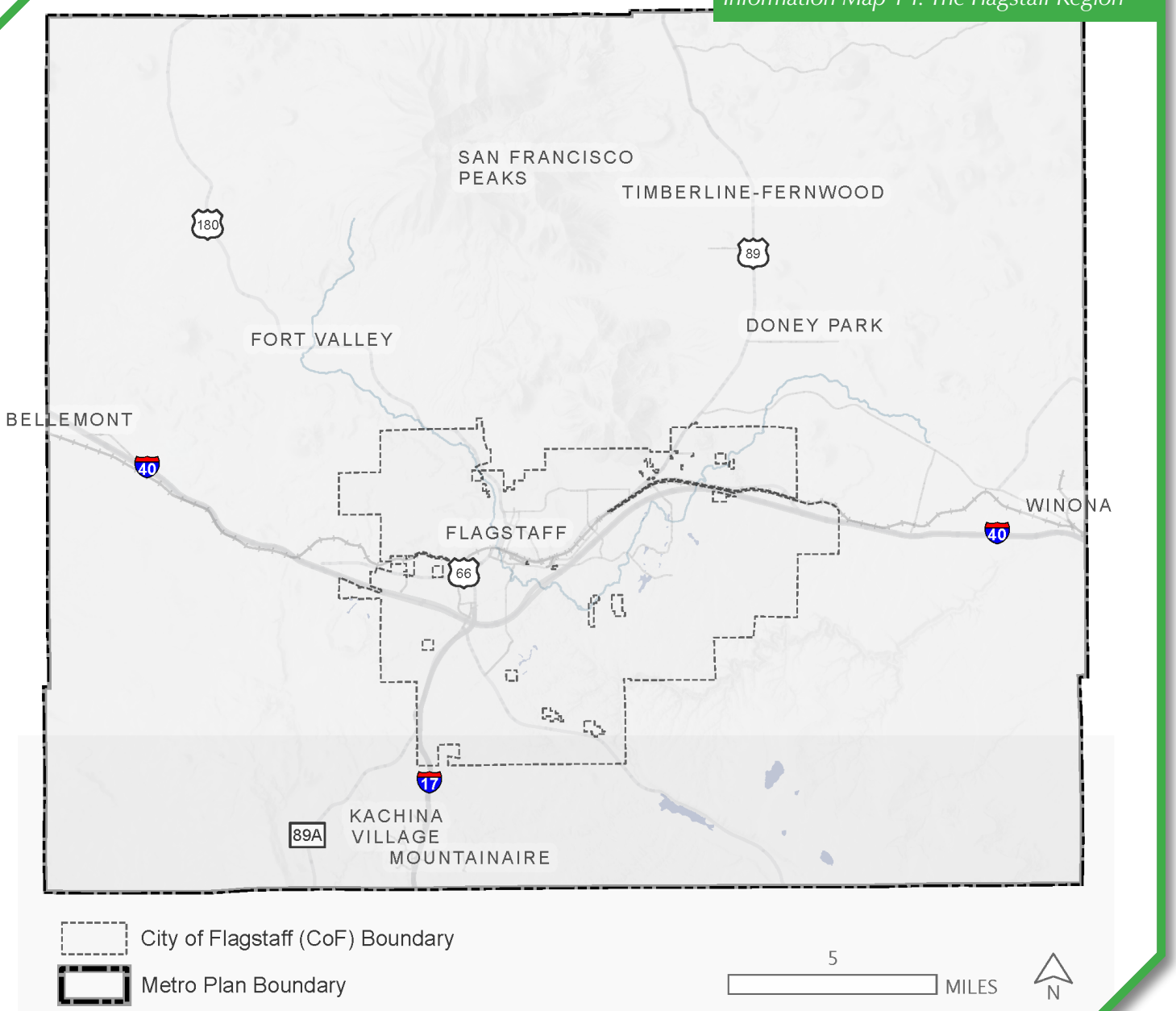
From this radial center, community after community and generation after generation have come and created the places known as Northern Arizona[3] and the Colorado Plateau.

What is the Flagstaff Region?

Flagstaff is the largest city in Northern Arizona and the Coconino County seat. The City of Flagstaff is located at the base of the San Francisco Peaks. At nearly 7,000 feet, Flagstaff is one of the highest-elevation cities in the United States (US). The area is rich with cultural diversity, natural beauty, and history and offers outstanding economic, educational, recreational, and scientific opportunities.

The Region (Information Map 1-1) is defined by the boundary of MetroPlan, the Metropolitan Planning Organization for the Greater Flagstaff region. This 525-square-mile area includes the City of Flagstaff, which is 64 square miles, and the unincorporated County communities of Bellemont, Doney Park, Timberline, Fernwood, Fort Valley 180 Corridor, Kachina Village, and Mountainaire.

Information Map 1-1: The Flagstaff Region



The Region's Shared History

The Region embodies a rich heritage of natural and cultural resources. The Sinagua and Ancestral Puebloans were the first indigenous residents of the Region and are predecessors to today's Native Nations. Each Nation has its own creation and emergence story about how they came to be in this area. A quarter of the County's current population is Native American.[4] Many local place names, such as Navajo Road, Sinagua Middle School, and Coconino High School, reflect indigenous heritage.

The 19th century development of Flagstaff was built on the economic engines of railroads, timber extraction, milling, and ranching, which led to the establishment of Flagstaff as a settlement in 1881. Lowell Observatory (founded 1894), Northern Arizona University (NAU, founded 1899), and Route 66 (completed in 1926) were the anchor institutions and travelways of the City, which was incorporated in 1928. Today, Flagstaff is the largest and only incorporated city in the Region. The Region is a diverse community made up of Indigenous people with ancestral roots, fourth and fifth-generation families of European, African American, Hispanic, Asian, and Basque decent, and others who were drawn to the area throughout the last hundred years for jobs, recreation, and educational opportunities.

What is the Flagstaff Regional Land Use Plan?

The *Flagstaff Regional Land Use Plan* (Regional Plan) is a policy guide, serving as the City's general plan and an amendment to the *Coconino County Comprehensive Plan*. General plans and comprehensive plans are both a statement of community goals and development policies, with maps and implementation measures that support achievement of those goals. As mandated by Arizona state law, the Regional Plan covers a range of specific topics, providing information on current conditions and the vision for the future for each topic area. These plans are considered dynamic and can be updated with City Council and public direction or plan amendments.

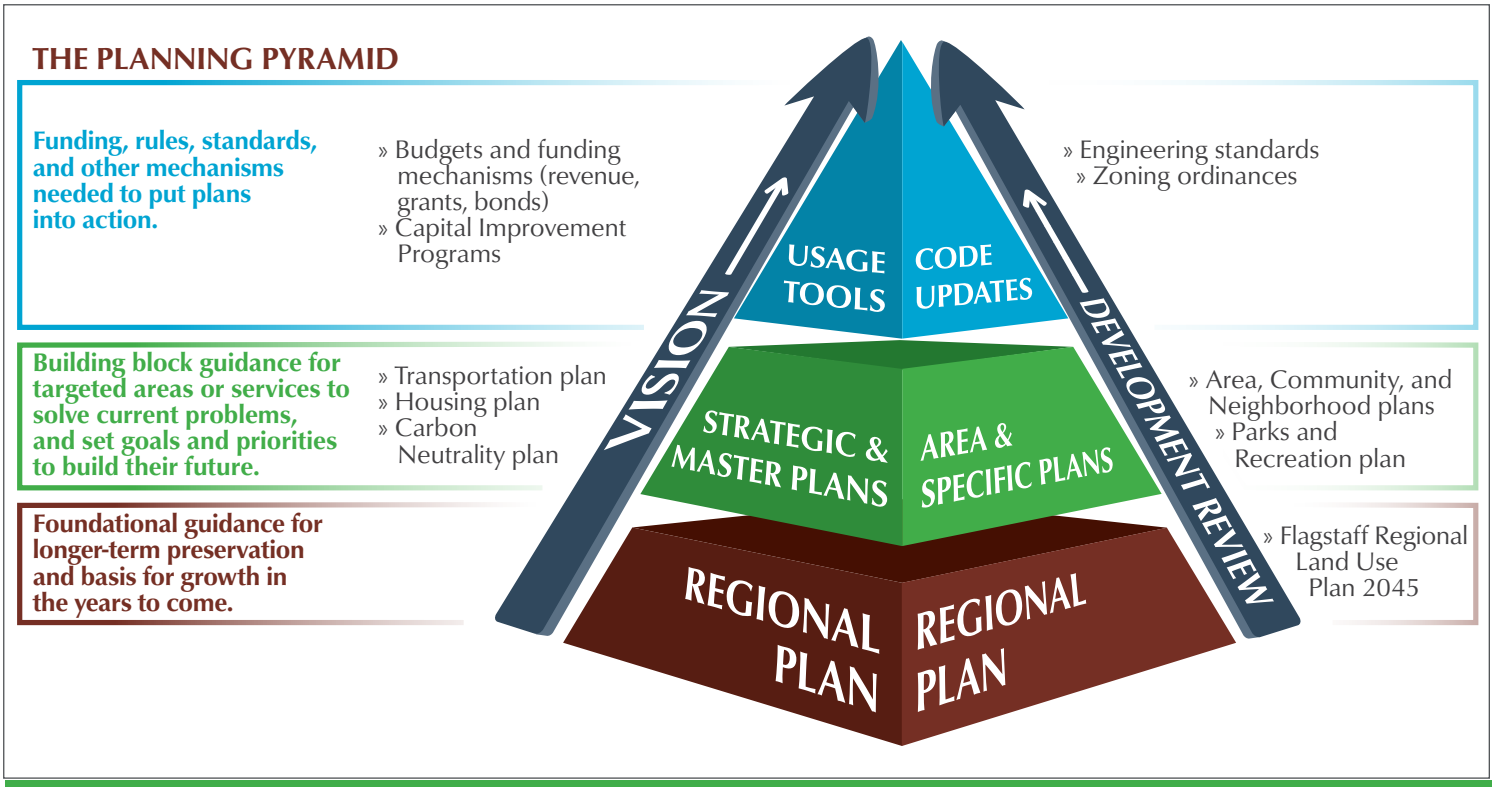


Figure 1-1: The Planning Pyramid

This planning pyramid illustrates the two paths of Regional Plan implementation. The right side of the pyramid demonstrates the process outlined in state statute for the consideration of certain land use decisions. This side of the pyramid has a powerful-but-narrower application that is implemented in coordination with other City and County codes as part of discretionary decisions. The left side of the pyramid demonstrates a more flexible approach that the City and County can use when making decisions that do not directly involve land entitlements, dedications, or abandonments, such as work planning, strategic planning, or making decisions about City and County properties. The Regional Plan is not a strategic plan but it is broad and comprehensive in a manner that supports related strategic planning efforts. Implementation of the left and right sides of the pyramid is outlined in Chapter 2, How the Plan Works.

What is land use planning? - Land use planning refers to how a government organizes and regulates what happens on a parcel of land in the future; for example, whether it becomes a housing development, a business, or a park. The policies and development patterns that are established in land use plans impact the lives of residents and the characteristics of the community. Land use influences many aspects of a community such as the economy, cost of living, demand for resources, sustainability, and resilience to climate change. Land use plans also guide related topics that are connected to land use, such as transportation and climate action. However, land use plans are not the same as a strategic plans. A land use plan looks decades into the future, while a strategic plan looks five to 10 years ahead. Land use plans cannot determine budgeting and resources, while strategic plans can. For instance, a strategic plan might have a date-specific goal for increasing affordable housing.

Land Ownership in the Region

Within the Region, 12.6 percent of land is privately owned and 5.9 percent is State Trust Land. These are the areas of the Region where the Regional Plan's goals and policies can influence private development (see Information Map 1-2).

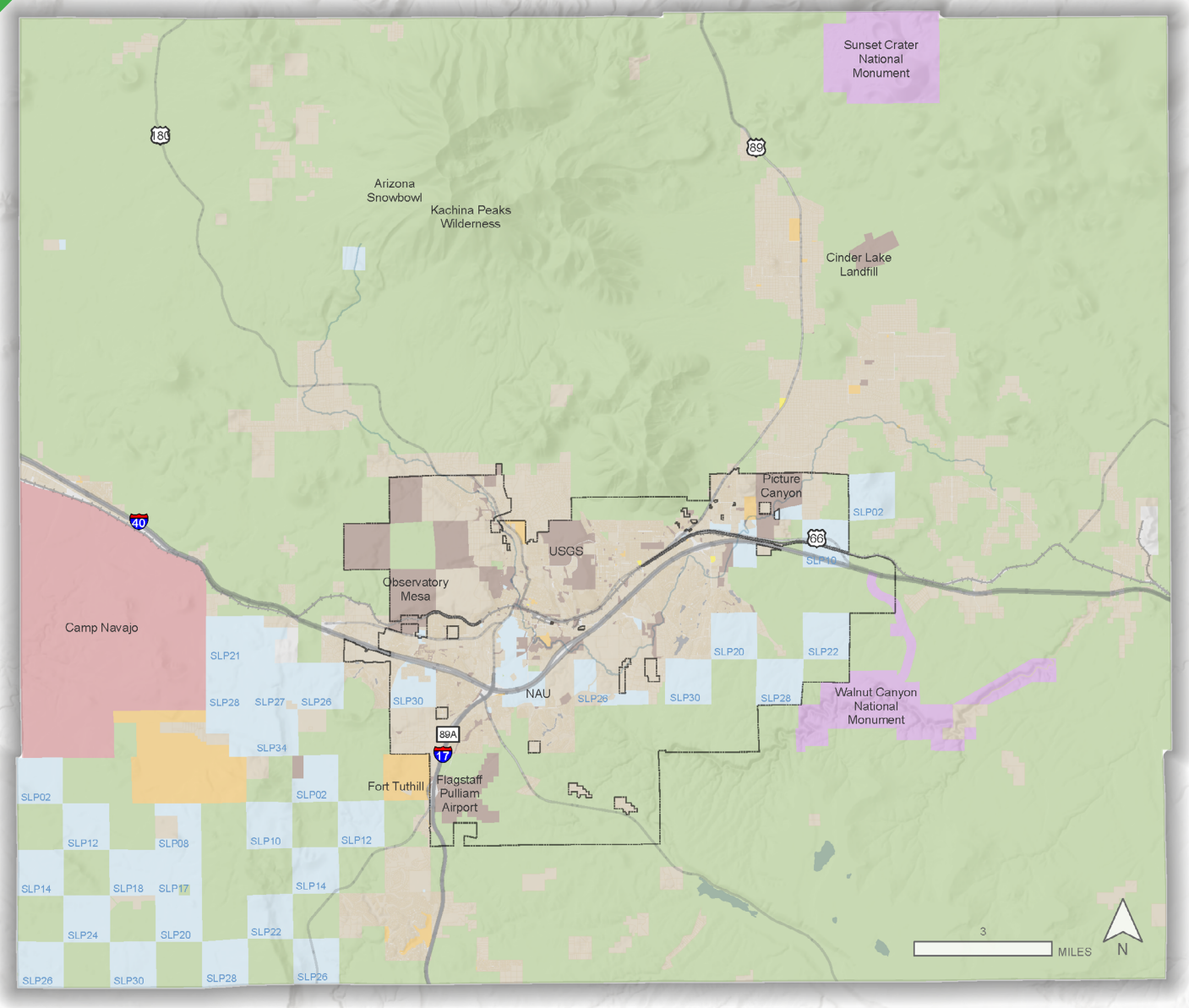
Of the remaining land, less than 0.1 percent is Navajo Nation and Hopi Tribe Trust Land and 81.5 percent is public land. The public land is owned by the federal government for conservation, natural resource management, military operations, or administrative purposes; state agencies such as the Arizona Board of Regents and the Arizona Game and Fish Department (AZGFD); and by the City and the County. City and County-owned land includes housing, facilities, roads, streets, alleys, sidewalks, drainage, stormwater collection, parks and open space, the Flagstaff Urban Trail System (FUTS), and public access to the Coconino National Forest. Although federal, state, and tribal government agencies might refer to the Regional Plan for guidance and coordination, only the City and County are mandated to follow the Regional Plan's direction.

Table 1-1: Land Ownership

Owner	Acreage	Percent
Public Land (Total)	270,510	81.5%
Federal agencies	259,883	78.3%
City	5,907	1.8%
County	3,624	1.1%
State agencies	1,095	0.3%
Private Land	41,926	12.6%
State Trust Land	19,538	5.9%
Navajo Nation and Hopi Tribe Trust Land	25	< 0.1%



The San Francisco Peaks



Land Ownership and Management

Owner or Managing Agency

- Private Land
- National Forest
- National Monument
- Other Federal Land
- City of Flagstaff
- Coconino County
- State Property
- Navajo Nation and Hopi Tribe Trust Land



Information Map 1-2: Land Ownership and Management in the Flagstaff Region

Esri, NASA, NGA, USGS, Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

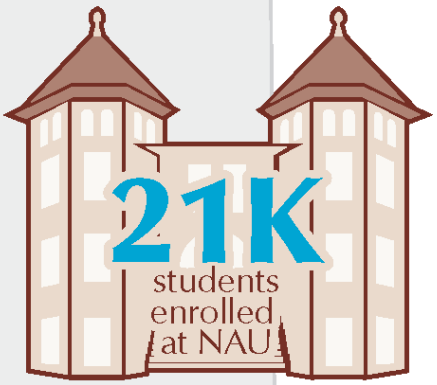
5 MILLION VISITORS per year to recreate



THE LARGEST SECTORS OF THE ECONOMY

Education and Health

Arts and Hospitality

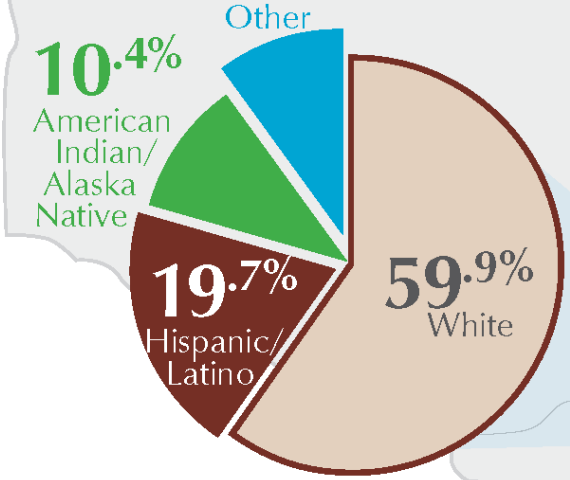


ANNUALLY

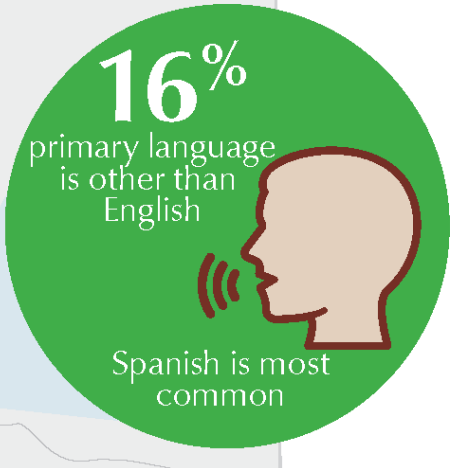


in county are food insecure

COCONINO COUNTY



more than **97K** people in the Region





76,960 people in City of Flagstaff

*See endnotes for data sources.

MEDIAN HOUSEHOLD INCOME BY RACE & ETHNICITY

White alone	$70,574
Black or African American alone	$24,477
American Indian and Alaska Native alone	$42,750
Asian alone	$53,958
Some other race alone	$42,415
Two or more races	$54,786
Hispanic or Latino origin (of any race)	$58,875

Source: ACS 2018-2022, Table S1903.

GAPS EXIST

across household **INCOME** and **EMPLOYMENT** status in City of Flagstaff

UNEMPLOYMENT RATE BY RACE AND ETHNICITY

White alone	6.4%
Black or African American alone	15.7%
American Indian and Alaska Native alone	3.3%
Asian alone	2.9%
Some other race alone	5.6%
Two or more races	11.4%
Hispanic or Latino origin (of any race)	9.5%

Source: ACS 2018-2022, Table S2301.

Regional Snapshots – In fall 2021, City and County staff began producing reports and webinars on various topics addressed in the Regional Plan. These "Regional Snapshots" gave a high-level overview of each topic, including recent data and input from subject-matter experts. The Regional Snapshots were published on the Regional Plan website. The Snapshots provide supplemental information and go further into depth on many topics, including: Land Basics; Heritage Preservation; Education; Transportation; Population and Demographics; the Economy; Growth; Housing; the Ecosystem; Flooding, Fire, and Emergency Management; Parks, Recreation, and Open Space; Climate Change and Energy; Utilities; Public Health; Equity; and Food Systems.



Outdoor Dining in the Southside neighborhood

The Region's Future Uncertainties and Opportunities

The City and County are confronting two complex and interconnected challenges: climate change and housing affordability. Addressing these challenges concurrently must be met with open dialogue, innovative thinking, and good faith to find creative solutions that move the Region toward a healthier, more inclusive, and more resilient community.

Through its *Carbon Neutrality* and *Ten-Year Housing* plans, the City has demonstrated strong commitments to improving housing and sustainability outcomes, focusing on solutions that improve both. Future growth and development present meaningful opportunities to deliver on those commitments. For example, increasing the variety of attainable, energy-efficient housing options along transit corridors can reduce residents' housing and transportation costs while also reducing greenhouse gas (GHG) emissions, and building a stronger, more resilient community.

Coconino County is a Community Action Agency and supports County residents with housing stability by providing funding assistance through subsidies and other programs. The County's sustainability efforts include sustainable community development solutions, climate readiness, emergency preparedness, forest restoration, wildfire risk reduction, and human health for its diverse rural communities.

City Climate Emergency and Carbon Neutrality Plan

Climate change, driven by human-induced GHG emissions, is intensifying global weather disruptions and posing increasing risks to many communities' social, economic, and environmental health worldwide. Depending on the magnitude of emission reductions, climate change is anticipated to impact the Region in the following ways:

- **Public Health and Safety:** A longer warm season, rising low temperatures, and more intense wildfires will increase the risk of respiratory, mental health, and other diseases.
- **Land Use, Infrastructure, and Cost of Living:** A growing population can put more people in wildfire- and flood-prone areas without sustainable land use planning. Hotter temperatures will increase energy use and costs.
- **Forest Health and Wildfire:** A longer warm season and drier climate will reduce overall forest health, lead to more damaging and hazardous wildfires and floods, and worsen pine beetle and other threatening infestations.
- **Water Supply, Quality, and Infrastructure:** The regional watershed is at high risk of significant wildfire damage. Population growth, tourism, and climate change will put strain on the Region's limited water resources without forward-looking planning.
- **Tourism and Recreation:** As consistent snowpack declines, snow-based tourism and recreation will be impacted. Visitor numbers and recreational opportunities may also be impacted in the summer when wildfire and drought are higher threats.

In the face of these challenges, shifting to a carbon-neutral future offers an opportunity not only to reduce these risks, but create a healthier, more resilient, and prosperous Region for all residents. On June 23, 2020, the Flagstaff City Council declared a Climate Emergency. The *Flagstaff Carbon Neutrality Plan* (CNP) was adopted in 2021 and established a bold vision for how the City will create a carbon-neutral future by 2030 through three overarching goals:

- **Mitigation:** Achieve carbon neutrality by 2030 through a combination of GHG emissions reductions and carbon dioxide removal (CDR) initiatives.
- **Adaptation:** Prepare the City's communities, systems, and resources to be more resilient to climate change impacts.
- **Equity:** Address climate change in a manner that prioritizes people who are most impacted and ensures the costs and benefits of climate adaptation and mitigation are equitably distributed.

City Housing Emergency and Ten-Year Housing Plan

Census data and historical demographic and market analyses have shown that a high percentage of the Region's residents are burdened by housing costs, rapidly rising median home sale prices, high rent, a reduction in home availability because of second homes and short-term rentals, and many other factors which increase housing instability. Crisis levels were reached in recent years due to increasing housing costs exceeding the buying and renting power of local residents.

In response to a rapid intensification of these challenges, the City declared a Housing Emergency in December 2020, committing to prioritizing affordable housing within its operations to create safe, decent, and affordable housing opportunities for all community members. The declaration called for several actions, most notably the creation of a Housing Plan focused on development and preservation, and the identification of a local funding resource to help create affordable housing units and expand housing programs. By 2022, the City accomplished both by adopting a *Ten-Year Housing Plan,* which outlines the short- and long-term strategies for improving housing affordability, and with City voters approving Proposition 442, a $20 million bond to support affordable housing activities.

The City's *Ten-Year Housing Plan* has an overarching goal of reducing the housing need in the community by half over the next 10 years. The Housing Plan is designed to achieve this goal in two ways:

- **Impact** at least 6,000 low-to-moderate income City residents through a combination of unit creation and subsidy provision.
- **Create or preserve** 7,976 housing units by 2031 with a minimum of 10 percent being affordable. This will increase the overall supply of market-rate, workforce, and affordable housing occupied by local residents.

The housing and climate emergencies declared by the City are interrelated. The type of housing developed and its proximity to goods, services, and transportation choices greatly influences GHG emissions, resilience, and equity. Compact development patterns can help the Region meet goals for both of the related plans by:

- **Enhancing housing and transportation resilience:** Providing a variety of energy-efficient, attainable housing options, a mix of land uses, reducing reliance on single-occupancy vehicles, and increasing mobility choices (walking, biking, transit, and more) in a changing climate.
- **Protecting natural ecosystems and reducing climate risks:** Preserving open space; minimizing urban encroachment into forests; protecting communities and reducing vulnerability to climate hazards such as wildfires, extreme heat, water scarcity, and flooding; improving stormwater management; and ensuring long-term community and environmental resilience.
- **Advancing climate solutions and local self-sufficiency:** Expanding renewable energy infrastructure, supporting CDR initiatives, and strengthening local food systems to enhance sustainability and community preparedness.

Growth Management for a Sustainable and Equitable Region

A community's growth can be directed to benefit many different community objectives; carbon neutrality, job growth, affordability and inclusivity, resource protection, and public health are a few examples. States like Arizona passed Smart Growth legislation in the later 1990s and early 2000s to support local communities in making these decisions conscientiously and with extensive public engagement. Understanding the nature, scale, and influences of growth are, therefore, essential to the Regional Plan's purpose. There are several dimensions of growth that can be used to characterize it and understand its influence:

- Increases in population and density.
- Scale and character of new and redevelopment.
- Patterns of development.
- Distribution of social and economic benefits.
- Expansions of community services and functions.

Smart Growth encourages communities to plan for land use in an integrated way that considers community values, constraints, and future uncertainties. Public participation throughout the Regional Plan process has provided numerous opportunities for community values to be shared and to discuss the trade-offs between different ways the community can direct and influence growth over the next 20 years (see Public Participation Summary in Appendix D). Scenario Planning and the Land Availability and Suitability Study and Code Analysis Project (LASS-CAP) informed these engagements and provided information on the constraints and uncertainties of the process. The Regional Plan Growth Snapshot goes into detail about factors such as population growth, housing, development patterns of the recent past, and the principles of Smart Growth.

Population Growth

Population growth is a major uncertainty of the Regional Plan's efforts to implement its vision and achieve its priorities and goals because of birth, death, and migration factors that are generally out of the control of local government. The Regional Plan, therefore, has to position the community well for scenarios of growth, decline, and stagnation. The Arizona Department of Commerce provides projected populations in the County and City from 2021 to 2055.[1] Projections show the City's population reaching 89,956 in 2045.[2] The projected combined population of Mountainaire, Doney Park, Fort Valley, and Kachina Village in 2045 is 10,374. This would likely put the Region's population over 100,000 by 2045. By 2045, Coconino County's projected population is 162,553. This shows that two-thirds of Coconino County's population may live in the Region by 2045 compared to 50 percent in 2010. The Arizona Department of Commerce produces low, mid, and high projections. These findings presume the mid-projection assumptions; however, there are some scenarios under which the County and City could grow at a faster rate and others supporting a slower rate. Since the 1980s, the City's growth rate has been very close to the mid-projections.

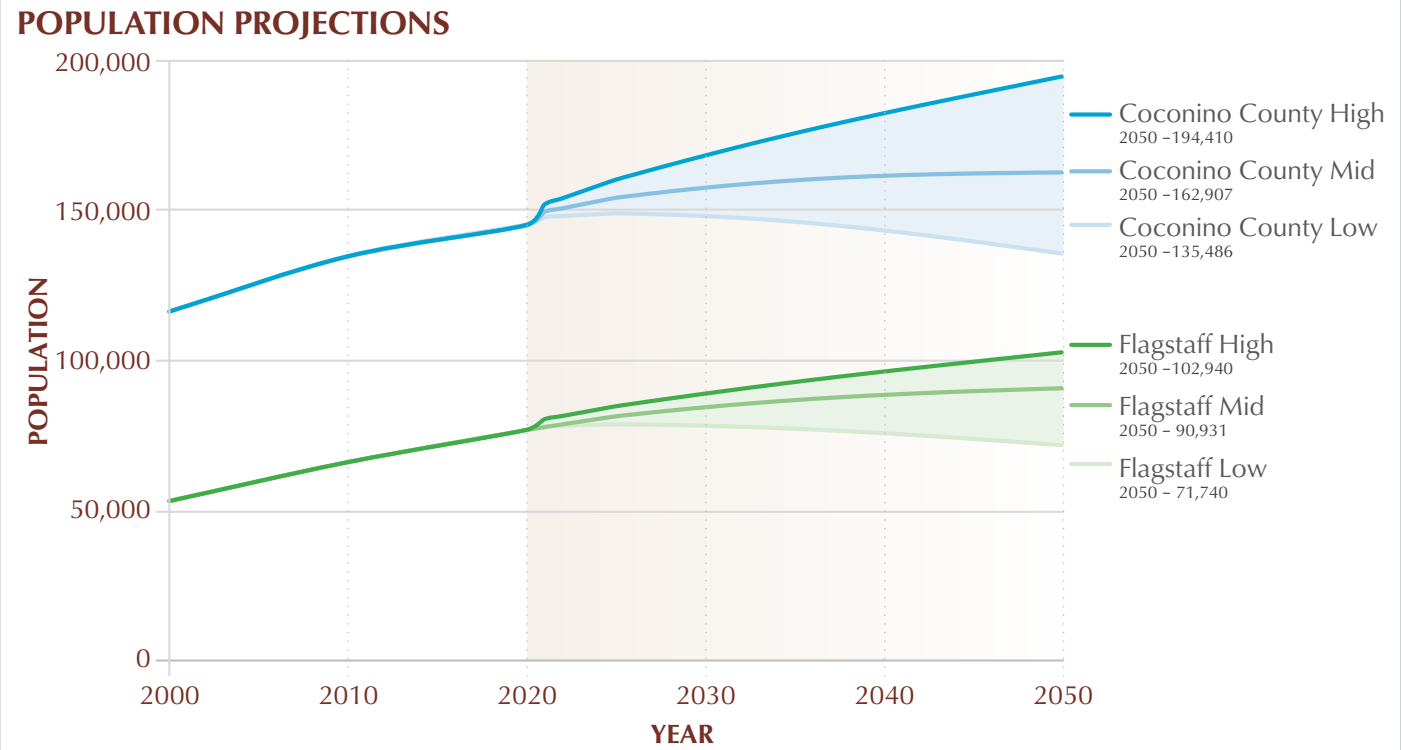


Figure 1-2: Arizona Department of Commerce Population Projections

Scenario Planning

City and County staff cannot predict the future; however, they can manage a forward-thinking process that helps the community incorporate uncertainty about future developments and social and economic conditions. Exploratory scenario planning helps communities identify issues and plan for the future, despite not knowing which specific challenges will emerge. For the Regional Plan, the process of exploratory scenario planning began in January 2023 with a series of conversations with subject-matter experts to identify three "critical uncertainties":

1. How much will the Region's population grow?
2. How much funding will be available for infrastructure?
3. How much will climate change impact the Region?

Through a series of workshops, the public then helped generate ideas and principles for how the Region should respond. These ideas and principles were used to model four land-use and transportation scenarios that tested different ways the Region could grow. The public was asked to evaluate the four scenarios, and a "Preferred Scenario" was developed.

The Preferred Scenario was the foundation for the Future Growth Illustration, found in Chapter 4. The Preferred Scenario allows more housing density in existing neighborhoods, encourages compact development along major transportation corridors, and improves the alignment of public infrastructure investments with areas where growth is supported. These actions would create more opportunities for housing that is attainable to the workforce, help reduce the frequency and duration that residents must drive, and support the Region's progress toward achieving carbon neutrality goals.

The Preferred Scenario modeling demonstrated that the cost of housing can be meaningfully reduced in the Region if there is a shift in the type of housing that is built. For example, the Region could build a larger share of multifamily housing, with the following breakdown:

- 56 percent of new housing units are multifamily housing (three or more units) and attached housing (duplexes and townhomes), averaging 39 dwelling units per acre (duac).
- 33 percent of new housing units are small lot single-family housing, averaging 18 duac.
- 11 percent of new housing units are large lot single-family housing, at 3.5 or fewer duac.

If this type of new housing was built in the Region through 2045, it could achieve a 20 percent reduction in housing costs versus today. This would enable more of the workforce to be housed locally. More compact land use patterns and reduced driving, coupled with building efficiency measures in new construction, could produce a substantial eight-percent reduction in transportation emissions and a seven-percent reduction in building emissions.

The Preferred Scenario illustrates a future with attainable, connected communities and less commuting, advancing the Region's housing and climate action goals. The density prescribed by the Preferred Scenario supports community vitality, a strong social fabric, and a higher quality of life. For more information on Scenario Planning and the Future Growth Illustration, refer to Chapter 4, Growth and Land Use.

THE PRIORITIES OF THE REGIONAL PLAN

Developing this Regional Plan included extensive community outreach. Input from the public, agencies, the business community, nonprofit organizations, civic groups, and others shaped its focus and defined its "universe of priorities." Based on collective community input, the Regional Plan reflects the desire to support inclusivity and sustainability while being good stewards of natural and cultural resources. The participants in this process identified the Region's highest priorities and through further refinement they were broken into two categories: Core priorities are those more central to plan implementation, while Complementary priorities support plan implmentation. The priorities work together to create the community vision for a sustainable and equitable Region.

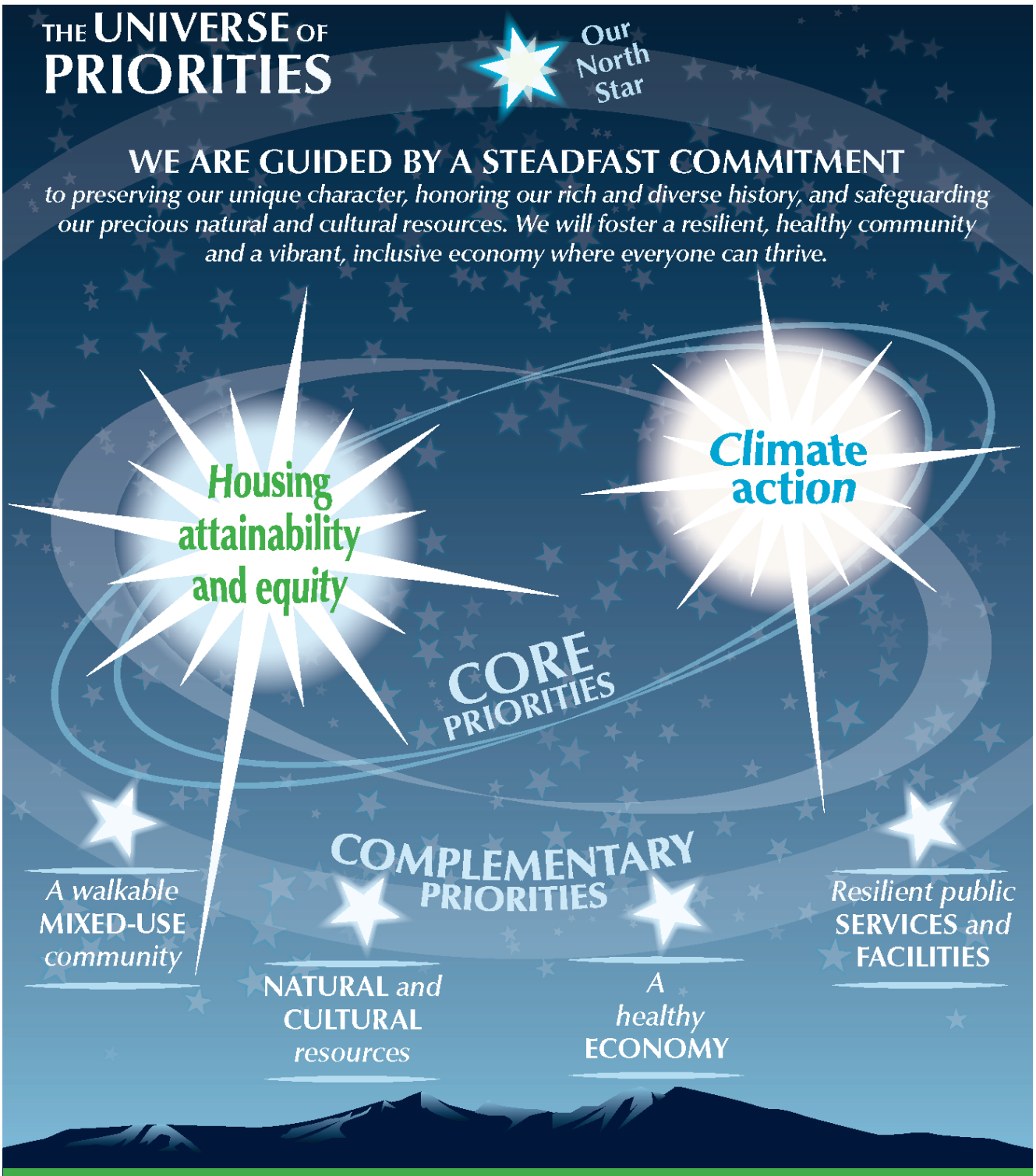


Figure 1-3: The Universe of Priorities

These important priorities are a key part of each chapter in the Regional Plan and help guide decisions about how land will be used in the future. Chapter 3, Goals and Policies provides more information on how the plan priorities and goals and policies are related, as well as how they guide the Regional Plan's goals and policies.

Next Steps

Achieving the goals outlined in this Regional Plan is a significant, collective responsibility. Success requires dedication, collaboration, and a focus on sustainable, long range strategies. For some, this Regional Plan signifies the beginning of an exciting journey; for others, it means considering perspectives that are new and different. Ultimately, it maps out a future for everyone that values both the human and natural environments, with profound consideration for the generations to come. The chapters that follow explain the operational framework of the Regional Plan and the tasks required to achieve its vision.

Chapter 1 Endnotes

1. Methodology for the Cohort Component modeling used to support these projections can be found online at: https://www.azcommerce.com/media/1544715/pop-prj-state-county-2018methodology.pdf

2. Based on the mid-level projection. Low and high projections were considered in scenario planning.

3. Throughout this document, Northern Arizona is defined as Apache, Coconino, Mohave, Navajo, and Yavapai counties.

4. US Census Bureau, 2020 Decennial Census.

Sources for Infographic on p. 1-6

- *Largest economic sectors (City of Flagstaff): US Census Bureau, 2022 American Community Survey 5-Year Estimate.*
- *5 million visitors per year (City of Flagstaff): City of Flagstaff, Discover Flagstaff Annual Report, 2023.*
- *Coconino County food insecurity: Feeding America, "Map the Meal Gap," 2022.*
- *City demographics: US Census Bureau, 2020 Decennial Census.*
- *Region and City population: US Census Bureau, 2020 Decennial Census*
- *Primary language: US Census Bureau, 2022 American Community Survey 5-Year Estimate.*

A note on race and ethnicity data:

The race and ethnicity data in this chapter comes from the 2020 US Census and the American Community Survey (ACS). There are limitations with this data. The 2020 Census Post-Enumeration Survey and Demographic Analysis Estimates found that nationally, the 2020 Census undercounted the Black or African American population, the American Indian or Alaska Native population living on a reservation, the Hispanic or Latino population, and people who reported being of Some Other Race. Community engagement also supports the conclusion that the Indigenous population has been undercounted in the Region by both the Census and the ACS. The 2020 Census overcounted the Non-Hispanic White population and the Asian population. The ACS counts a sample of the population, and estimates are released with a margin of error. In the Region, the size of racial and ethnic groups varies, and demographic comparisons should be interpreted with the context that the margin of error is variable between racial and ethnic groups.

CHAPTER 2

HOW THE PLAN WORKS



Anonymous, Art in the Park Activity, 2022

HOW THE REGIONAL PLAN WORKS

As the community looks to the future, the Regional Plan provides a path to achieve the community's vision. While the Regional Plan is aspirational, it must also be practical. City and County staff, property owners, community partners, and elected officials will be faced with innumerable decisions about how to move forward, the best ways to achieve the Regional Plan's vision, and how to meet the challenges of the Regional Plan's priorities. This chapter outlines the tools, methods, and processes that will be shaped by the Regional Plan.

A LIVING DOCUMENT

The Regional Plan is both a visionary and living document that can serve the community and guide its future. It is also a practical document that must be implementable within the legal system and available governmental resources. It must be adaptable to macro-economic, financial, legislative, and social influences on development and government; reflect community values and priorities; and be realistic about constraints and uncertainties. This is a tall order for a single document.

While the Regional Plan serves many purposes, it is important to distinguish what it is and is not.

FLAGSTAFF REGIONAL LAND USE PLAN	
IS:	**IS NOT:**
» a collaborative community vision. » priorities to guide future development. » a collection of goals and policies to achieve the priorities. » a set of maps and policies that show the infrastructure necessary for resilient and safe development and redevelopment. » a tool for decision makers, developers, businesses, and citizens. » a framework for general planning. » adopted by the Flagstaff City Council and the Coconino County Board of Supervisors.	» a mandate for or against development. » a requirement or prohibition for a specific land use on a property. » a zoning ordinance. » a Capital Improvement Plan (CIP) or infrastructure master plan. » a City or County budget. » an obligation to execute a project or plan. » an operational or strategic plan for the City or County. » an unchangeable plan, or a law.

The Regional Plan must be applied within a broad set of existing laws, regulations, and court decisions determining what is permissible in land use decision making. It cannot override any federal or state laws, or any constitutional limits on the authority of jurisdictions to exercise police powers, and it cannot be used in a manner inconsistent with common law in the state of Arizona.

The Regional Plan is an opportunity to set a bold direction for the Region's future. As such, it is written and structured to be incorporated broadly and flexibly. At the same time, the Regional Plan cannot:

» Change existing entitlements without further action.
» Commit City or County resources or preempt decisions of the current or future City Council and County Board of Supervisors.
» Compel a private property owner to develop a particular use or type of building.
» Influence applications that are already under review at the time of its ratification or adoption of a plan amendment.

Given all of these factors and the need for flexibility and responsiveness to changing conditions, the Regional Plan is designed to be updated regularly. This chapter also outlines the process and criteria for plan amendments and administrative updates.

How is the Regional Plan Adopted

As the general plan for the City, this document is sent to ballot to be ratified by voters once every 10 years and is amended with proper notice by the City Council. The content of the plan is used with Flagstaff City Code, Title 11, Chapter 11-10 (General Plans), to establish the process for how to amend the Regional Plan.

For the County, the Regional Plan is an amendment to the *Coconino County Comprehensive Plan*. It provides a Region-specific land use map and policies that are reviewed in conjunction with the County's *Comprehensive Plan* when evaluating development applications and the programs and projects that support the Region.

How the Regional Plan is Implemented

The Regional Plan is intended to play a pivotal role in shaping the Region's future. Implementation of the Regional Plan will evolve with new budgets, capital plans, work programs, and changing priorities. A key mechanism to implementing the Regional Plan is its application to land use decisions, especially zoning map amendments, zoning text amendments, and annexations. Listed below are some practical ways to ensure that future activities are consistent with the Regional Plan:

Specific and Area Plans: Area plans or specific plans are geography or topic specific plans, and further refine and implement the Comprehensive or General Plan.[1] These plans include a statement(s) describing how the plan implements Regional Plan goals and policies, and how it is compatible with it (see Page 2-5 for more information).



Aspen trees in the fall

Updates to City and County Codes: Amendments to the map and text of the Zoning Code must conform to the Regional Plan, while Subdivision Code, Engineering Design Standards and Specifications, and other City and County Codes can be important implementation tools but do not require such a finding in all cases. The City's Zoning Code (Flagstaff City Code Title 10) is updated at the discretion of City elected officials in response to goals, policies, and action items presented in the Regional Plan (Arizona Revised Statute [A.R.S.] § 9-462.01.F).

Amendments to the Coconino County Zoning and Subdivision Codes must be consistent with the goals, objectives, and policies of the *Coconino County Comprehensive Plan*, including amendments to the *Comprehensive Plan* (County Code 5.12.b.6). The County's Zoning Code and subdivision regulations may be updated at the discretion of the County's elected officials in response to the goals, policies, and action items of the Regional Plan.

Discretionary Development Applications: There are two types of development applications that may be proposed: administrative and discretionary. Discretionary development applications have an aspect to them which requires a legislative change such as an annexation or zoning map amendment. Applications for zoning map amendments, and annexations are required to have a "finding of conformance" with the Regional Plan. Proposals that cannot meet this finding must also propose an amendment to the Regional Plan as outlined in this chapter, Title 11 of the City Code, and Section 5.13 of the Coconino County Zoning Ordinance, and the *Coconino County Comprehensive Plan*.

Acceptance of Dedications and Abandonments: Real property for street, square, park, or other related public purposes is required to have a "finding of conformity" with the City's General Plan (A.R.S. § 9-461.07.C). City Council, at its discretion, may choose not to accept dedications or approve abandonments that do not conform to the Regional Plan's goals and policies.

Capital Improvement Plans (CIPs): The City's CIPs and long-range utility and transportation plans will be prepared consistent with the Regional Plan's land use policies and infrastructure recommendations (water, sewer, stormwater, transportation, and parks/recreation) (A.R.S. § 9-461.07.B). Major new improvements that are not reflected in the Regional Plan, and which could dramatically depart from its recommendations, should be preceded by a Regional Plan amendment when they cannot be modified to meet the Regional Plan's goals and policies.

Annual Work Programs and Budget: The Regional Plan is designed to "serve as a pattern and guide for the orderly growth and development of the municipality and as a basis for the efficient expenditure of its funds relating to the subjects of the general plan" (A.R.S. § 9-461.07.A.1). Consideration of the Regional Plan's goals, policies, and action items should be given in the budget process and when setting work programs for City and Couty departments and divisions.

Staff Reports: Staff reports on land use, property, capital improvements, and development issues should identify if and how the Regional Plan's goals and policies are being implemented, and when relevant, if there are any potential alternative approaches.

Coordination with Regional Partners: Federal, state, nonprofit, educational, civic, and private partnerships may be formed and supported by the implementation of the Regional Plan (A.R.S. § 9-461.07.A.4). The Regional Plan is developed in consultation with these partners and it creates opportunities to build and enhance partnerships.

HOW THE COMPONENTS OF THE REGIONAL PLAN INFLUENCE DECISIONS

Policy Section

Conformance with the Regional Plan for annexations, dedications and abandonments, zoning map amendments, and specific and area plans is determined by an analysis of:

1. **Land Use Category**, which is mapped on the Future Growth Illustration and explained in the Land Use and Transportation Frameworks (see Chapter 4, Growth and Land Use).
2. **Goals**, which are desired results or future conditions that the community envisions and commits to achieve (see Chapter 3, Goals and Policies).
3. **Policies,** which are courses of action to achieve the stated goals that guide decision making. Policies may be text or maps identified in the Regional Plan (see Chapter 3, Goals and Policies).

City only: A zoning map amendment must conform to the the following:

1. Compatible Zoning Categories of the Table of Zoning Compatibility for Each Land Use Category,
2. Guidelines for all Land Use Categories,
3. Category guidelines for each Land Use Category under the corresponding Building Block, and
4. The Transportation Framework.

If it does not conform, then a Regional Plan map amendment will be required. When a plan amendment is required, it at a minimum should analyze and substantially further at least two plan priorities (Chapter 3, Goals and Policies), one of which must be a core priority and be found to "and not be contrary to, the goals, policies and applicable elements" of the other priorities.[2] It must also demonstrate conformance with the Transportation Framework. Text amendments to the Zoning Code will use the desired density, goals, policies, and guidelines in their conformance analysis as applicable to the proposed amendments.

Implementation Section

Other aspects of the Regional Plan can inform City and County staff with implementation related to zoning map and text updates, publicly generated specific and area plans, CIPs, annual work programs and budget reports, staff reports, and coordination with Regional Partners, in the following ways:

Action Items are strategies, projects, procedures, actions, or programs that implement the goals and policies. These are primarily actions by the City or County and may be achieved through legislative and administrative actions and through partnerships.

Action items are broken into five types:

- **Plan:** Creation of plans and planning related efforts across various disciplines.
- **Code:** Adoption and update of regulations and legislation.
- **Fund:** Budgeting, grants, bonding, and financing projects.
- **Partner:** Formal and informal collaboration to meet shared objectives between government agencies, non-profits, and private entities.
- **Educate:** Informational and educational initiatives that promote the Regional Plan's goals and policies.

Action items are given an approximate timeframe in which they are expected to be completed. Timing may change based on the availability of staff, funding, and City Council and County Board of Supervisor priorities.

- **Short term:** Expected to commence in the first three years after Regional Plan adoption.
- **Midterm:** Expected to commence in the first seven years after Regional Plan adoption.
- **Long term:** Expected to commence in seven or more years after Regional Plan adoption or based on the availability of future funding.
- **Continuous:** An already established program that is key to maintain and work toward further plan implementation.

Monitoring of the Regional Plan will be reported annually using the metrics identified in Appendix A, and a list of action items that were implemented in the prior year.

Relationships with Other Plans

Specific Plans: Specific plans are created for either a City-wide topic or a geographic area within the City for the systematic execution of the General Plan. For example, the City has created specific plans for neighborhoods like La Plaza Vieja and Southside, and for topics like High Occupancy Housing. Private property owners may also request that the City adopt a specific plan that creates a master plan for their property and allows for limited variations from typical development standards. Specific plans are processed as a minor amendment but follow the enhanced procedural requirements for public participation and notification of major plan amendments described in Flagstaff City Code Title 11.

For specific plans adopted before the ratification of this Regional Plan:

- When a specific plan is adopted by resolution, like the *Southside Community Specific Plan*, any conflicting direction between the Regional Plan and a specific plan created before the Regional Plan's adoption should be interpreted to favor the Regional Plan's goals and policies. This means that conflicting policies in the specific plans will not be considered in findings of conformance.
- When a specific plan is adopted by ordinance, like the *McMillan Mesa Village Specific Plan*, the Regional Plan cannot supersede specific plans adopted by ordinance but must be considered if the specific plans are amended.

Concurrent with the adoption of the Regional Plan, the City is rescinding the *Woodlands Village Specific Plan* due to its age, the fact that the area is developed, and conflicts with existing code requirements.

County Area Plans: The County Area Plans for Doney Park, Timberline, Fernwood, Bellemont, Fort Valley, 180 Scenic Corridor, Kachina Village, and Mountainaire consider conformity with the Regional Plan as well as the *Coconino County Comprehensive Plan* when they are updated. When there are conflicts between these documents, the process for addressing/amending the Regional Plan or an area plan follows the process outlined in the County's *Comprehensive Plan*.

Other Strategic Plans: The City and County may have other policy documents and strategic plans, such as the *Carbon Neutrality Plan (CNP)*, *Ten-Year Housing Plan*, the *Active Transportation Master Plan (ATMP)*, Parks and Recreation Master Plans and the *Utilities Master Plan*. The Regional Plan can support their effects by providing integration across disciplines and in setting compatible goals and policies. These plans inform City programs and work planning but are not adopted as specific plans. Because they are approved through an alternative process, they cannot be used as a basis for the findings of conformance for discretionary development applications, dedications and abandonments, and specific plans that are proposed by private property owners. The benefit of the additional process and review required for specific plans should be discussed with Planning staff when the City and County are developing new strategic and master plans.



Participants at a Visioning Workshop

Other Agency Plans: Other public agencies, corporations, and nonprofit organizations are encouraged to consider the Regional Plan goals and policies in developing their own strategic, regulatory, and capital plans.

HOW THE REGIONAL PLAN IS AMENDED

Process for Regional Plan Amendments (City only)

The Regional Plan can be updated, revised, and improved over time to address emerging issues, new ideas, and changing conditions. To assess the Regional Plan's effectiveness, the City monitors how well the plan is supporting the goals and policies and how outside influences are affecting its implementation. Based on the monitoring efforts or private development requests, the City may amend the Regional Plan periodically. The Planning and Zoning Commission and City Council must consider each proposed amendment carefully to determine whether it is consistent with the Regional Plan's goals and policies. In addition, the cumulative effect of many amendments may result in a change in policy direction. For this reason, Regional Plan amendments must be evaluated in terms of their significance to overall City policy.

If a zoning map amendment or annexation application complies with the Urban Growth Boundary (UGB) and Land Use Categories on the Future Growth Illustration in Chapter 4, Growth and Land Use, then amendments to other maps such as the Road Network Illustration in the Regional Plan may be completed as part of the City's annual update or the next relevant Regional Plan amendment. In these cases, the amendment does not need to be processed in conjunction with the development application.

If the zoning map amendment or annexation application is required to change the UGB or Land Use Categories on the Future Growth Illustration, all amendments to other maps in the Regional Plan should be processed at the same time. For example, a proposal to change a parcel from a Neighborhood to a Center may also request realigning roads or trails on other policy maps.

Changes or updates to other Regional Plan content that did not result from a development application or a code update will be gathered throughout the year and presented to the City Council for adoption with the Regional Plan Annual Report or at another time as determined by the Planning Director.

If a specific plan proposes a change to the Regional Plan that falls into a major amendment category, the application follows the same notification and public participation requirements of a major plan amendment in Title 11, Chapter 11-10 (General Plans).

The City Planning Director, or their designee, may provide interpretation of information that is unclear in the Regional Plan. In formulating an interpretation, the Planning Director may consult with the Planning and Zoning Commission. Formal interpretations will be published to the City and/or County website(s). Minor items that require interpretation should be handled by the appropriate staff in its implementation of the Regional Plan.

Major and Minor Plan Amendment Criteria – Coconino County

Because the Regional Plan is adopted as an amendment to the *Coconino County Comprehensive Plan*, the County will process amendments to the Regional Plan under the Comprehensive Plan major/minor amendment criteria and processes.

Amendments to the Regional Plan initiated by the County follow the procedures in the Coconino County Zoning Ordinance Section 5.13. Any changes to the state statutes that authorized the use of General Plans, Comprehensive Plans, specific plans, and area plans shall be promptly updated into City and County Codes.

Major and Minor Plan Amendment Criteria – City of Flagstaff

As noted, the Regional Plan is a living document, and regular amendments are anticipated to keep it current and relevant. There are two types of plan amendments: major and minor. In Arizona, each jurisdiction identifies changes or modifications to the plan that constitute amendments and list major plan amendments in the General Plan (A.R.S. § 9-461.05.A). The procedures for processing plan amendments are provided in the Flagstaff City Code, Title 11, General Plans and Subdivisions.

Major Plan Amendment Categories

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. When a major plan amendment is proposed, it will be evaluated for its conformance to goals and policies not being amended, and impacts to the balance of land use, transportation, and other public facilities and services from the change in the Future Growth Illustration, if proposed. When a major plan amendment is proposed to maps and text in the Regional Plan, its expected outcome will be compared to the Regional Plan's original assumptions and the systematic impacts of the proposed change.

Major amendments require additional public hearings and notices, and additional analysis of impacts to police and fire services; economic development; public facilities; parks; and schools as part of their application. The proposals considered may have a lesser level of detail than a zoning map amendment or annexation request.

A major plan amendment is required when a proposal meets any one of the criteria below:

Category 1	**Neighborhoods, Districts, and Centers:** Decreases in intensity or density within the UGB, including Suburban to Rural, Urban to Suburban, Urban to Rural, Corridor to Neighborhood, Center to Neighborhood.
Category 2	**Neighborhoods, Districts, and Centers:** Increases in intensity or density outside the UGB, including Rural to Suburban, Suburban to Urban, Rural to Urban, Neighborhood to Corridor, and Neighborhood to Center.
Category 3	**Urban Growth Boundary:** Expanding the UGB to provide water and sewer services to allow an increase in intensity or density.
Category 4	**Districts:** Changing an area to a Corridor that does not have direct access to an arterial or collector road.
Category 5	**Landscapes:** Decreasing the area of Parks/Open Space, and Federal Lands and Working Landscapes categories.
Category 6	**Goals and Policies:** Deletion of a goal or policy.

Minor Amendments

All changes to the Regional Plan that are not listed as major plan amendments or administrative changes (see below) are minor plan amendments. Minor plan amendment analysis focuses on conformance with the goals and policies of the Regional Plan concurrent with an amendment application. If proposed as part of a zoning map amendment or annexation, the process should follow the same notification requirements of the process it parallels. Some examples of minor plan amendments are:

- Adding or modifying a goal or policy in any chapter of the Regional Plan (City and County initiatives only).
- Changing the land use category for an area in the UGB from an Urban Neighborhood to an Urban Center.
- Changing functional classifications on the Road Network (see Policy Maps 4-3 and 4-4).
- Modifying the boundary of an Employment or University and Research District or creating a new area.
- Creating a Suburban Corridor area along an arterial or collector road in a new subdivision.

Administrative Changes

Administrative changes are not Regional Plan amendments. They shall be completed throughout the year and documented along with the Regional Plan Annual Report or may be included separately with another relevant decision, such as a strategic plan adoption.

Administrative change categories include:

1. Updates to formatting, typographical errors, Uniform Resource Locators (URLs), references, or similar edits.
2. Corrections to scrivener's errors in mapping or text.
3. Changes to the Future Growth Illustration adopted by the City or County within their respective authority, which can be incorporated into the other jurisdiction's plan without further amendment.
4. Identification of new Parks/Open Space identified by the City or County by ordinance or dedication.
5. Changes to the names of zoning categories or additions of new zoning categories to the Table of Zoning Compatibility for Each Land Use Category when included in the enactments of the ordinance adopting them.
6. Factual updates to any informational map or appendix.

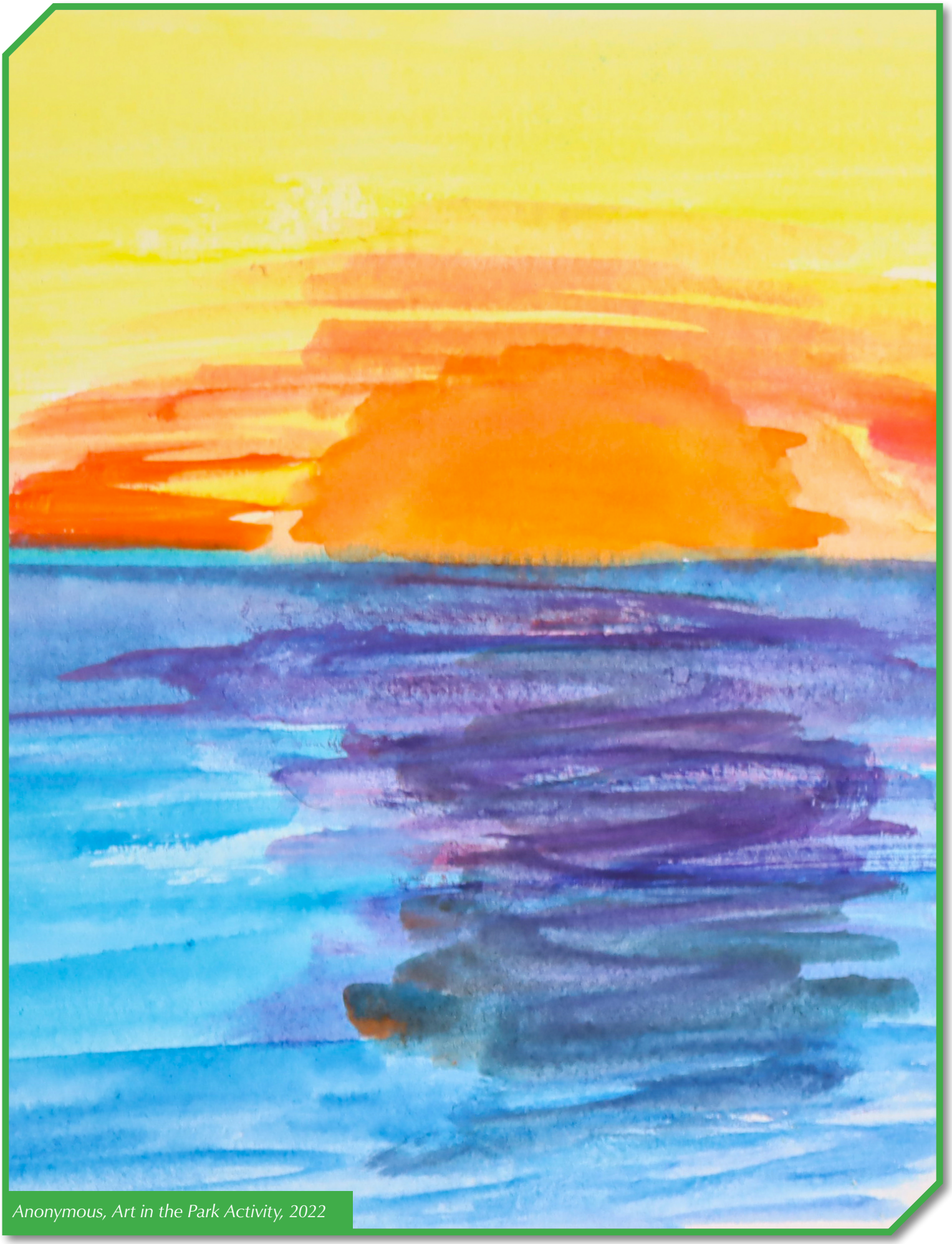
Chapter 2 Endnotes

1. As stated in Chapter 1, the Flagstaff Regional Land Use Plan 2045 is the General Plan for the City of Flagstaff. The Coconino County Comprehensive Plan considers the Regional Plan as an amendment. Area plans in Coconino County conform to the Comprehensive Plan and the Regional Plan or amend them to ensure conformance. The City does not require Conditional Use Permits to conform to the Regional Plan. Coconino County does require Conditional Use Permits to conform with the Comprehensive and Regional Plans.

2. Quoted language int his sentence originates from ASRS 9-462.01. Zoning regulations; public hearing; definitions. Quoted language may be subject to changes when Arizona State legislation revises it.

CHAPTER 3

GOALS AND POLICIES



Anonymous, Art in the Park Activity, 2022

GOALS AND POLICIES

The Regional Plan's goals and policies have a singular purpose: to guide community decision making toward the Plan's vision and priorities. The goals and policies are organized under the six Regional Plan priorities: two core priorities and four complementary priorities. While each goal and policy is organized under a singular priority, the goals and policies are interrelated and can advance more than one priority. Chapter 2, How the Plan Works describes how to apply the goals and policies.

The goals and policies in this chapter are used in the findings of conformance for development cases when required. A finding of conformance is an analysis of whether a proposed change is moving toward the Regional Plan's vision, goals, and priorities. Not all policies apply to every case. For instance, a policy on adaptive reuse would not apply when the project is developing a vacant lot.

In some cases, a goal or policy may already be incorporated into the City or County codes. For example, the availability of water within the City is determined according to a standard process called a Water Sewer Impact Analysis. Therefore, an additional water availability analysis is not needed in most cases. That said, a case may involve further analysis if, for example, a property is outside the UGB.

Where there are conflicts in the application of goals and policies to a project or proposal, staff should weigh more heavily the policies that directly advance the Regional Plan's two core priorities.

CORE PRIORITIES

The Regional Plan identifies **Housing Attainability and Equity** and **Climate Action** as its two core priorities. Together, they make up the non-negotiable objectives that define success and serve as the key drivers to align with the vision. When analysis of goals and policies is required, analysis of Regional Plan conformance should address their conformance with the core priorities.

COMPLEMENTARY PRIORITIES

The Regional Plan's four complementary priorities are **Natural and Cultural Resources**, **a Healthy Economy**, **Resilient Public Services and Facilities**, and **a Walkable Mixed-Use Community**. Each is critical to enhancing or supporting the core priorities so they can be achieved. While the complementary priorities are not the primary focus, they add value and stability to the overarching objective: achieving the Regional Plan's vision.

The core and complementary priorities work together by creating a strategic and balanced approach to achieving the vision.

BEST PRACTICES

Chapter 3 also contains "best practices," which illustrate how the policies can be implemented. Some best practices are already incorporated into City or County code while others identify ways to conform voluntarily with the related policies. Goals and policies can also be achieved in other ways without incorporating all best practices; and there are instances when the best practices may not be applicable or appropriate.

A key step to using best practices effectively is consultation with subject-matter experts in the appropriate field. For example, if a property has a geological fault that should be considered as a significant on-site natural resource, consultation with geologists and stormwater experts will help to determine the most appropriate way to "Incorporate the protection, conservation, and restoration of significant natural resources" as stated in Policy RS.8. It is not expected that conformance analysis will address all best practices for every case.

CORE PRIORITY: HOUSING ATTAINABILITY AND EQUITY

The Region's housing supply has not kept pace with the growth in demand from residents and prospective property owners in recent decades. The cost of rent and home prices have risen much faster than incomes, leaving almost half of all City residents (45 percent) burdened by housing costs. The City's demand for housing has also been affected by factors outside of the control of the Regional Plan, such as second homes, short-term vacation rentals, and the NAU student population. In addition, the widening gap between income and housing costs in some neighborhoods has increased housing insecurity and the risk of displacing longtime residents and workers of all income levels (see Chapter 4, Growth and Land Use for more information). Stable housing is an important factor to economic security and in long-term health. Housing located close to employment centers and with access to transit also supports the Region's climate action goals.

In 2020 the City declared a Housing Emergency. Like many other communities nationwide, the Region's systems that support the availability and accessibility of attainable housing are suffering from macroeconomic forces—that is, forces that determine overall economic growth or decline, such as inflation, unemployment, or interest rates. In response, the City has an overarching goal to "Reduce the current affordable housing need in our community by half over the next 10 years."

The *Ten-Year Housing Plan*, the Preferred Scenario, and the Land Availability and Suitability Study - Code Analysis Project (LASS-CAP) have demonstrated that the best opportunity for improving housing attainability is to combine several key strategies:

- Create new units while minimizing the displacement of existing residents.
- Create more housing in locations that are already served by infrastructure.
- Increase the allowed densities and variety of housing types, especially missing middle housing.
- Decrease the cost of development.
- Support vibrant neighborhoods and equity in housing access.
- Increase development in greenfield areas to reduce displacement pressure on existing neighborhoods.

Chapter 5, Social and Economic Systems and Chapter 6, Transportation contain action items related to this core priority.

References to Goals and Policies in this Regional Plan: Goals and policies are preceded by an abbreviation that provides a quick reference to the goal topic and the order of the policies. For example, the first goal under Housing Attainability (HA) is Goal HA and the first policy under that goal is HA.1.

HOUSING ATTAINABILITY AND EQUITY - GOALS AND POLICIES

Housing Attainability Goal (HA)

The Region increases the supply of secure, accessible, and attainable housing for all existing and future residents and provides for affordable housing in every neighborhood.

Policy HA.1 Minimize and mitigate displacement of residents and prevent the loss of existing affordable housing units.

Policy HA.2 Expand access to homeownership through the development of a variety of housing types, providing resources and programs to support homebuyers; and reducing barriers to homeownership opportunities.

Policy HA.3 Coordinate with local service providers to furnish resources for daily needs, temporary shelter, and transitional housing opportunities for individuals experiencing homelessness.

Policy HA.4 Further the development and rehabilitation of affordable and accessible rental opportunities for residents at all income levels.

Policy HA.5 Support the development of ownership and rental units that are priced below market rate.

Policy HA.6 Provide long-term affordability through permanently affordable housing models and public/private partnerships.

Neighborhoods and Equity Goal (NE)

The Region fosters the development and revitalization of sustainable, inclusive neighborhoods that prioritize both accessibility and diversity of people and housing.

Policy NE.1 Increase equity in housing and economic opportunities for existing and future generations.

Policy NE.2 Include a range of housing options for all income levels in neighborhoods.

Policy NE.3 Ensure that policies, programs, and requirements recognize the ongoing harm of exclusionary zoning.

Policy NE.4 Support the active participation of Neighborhood Associations or similar organizations in local decision-making, fostering community engagement, promoting neighborhood development, and advocating for the needs and interests of residents.

Policy NE.5 Collaborate with partners to address the housing needs of, and culturally responsive designs for students, workers, residents, and elders in the Region.

Policy NE.6 Improve housing stability by helping vulnerable homeowners and renters make improvements to their homes, such as maintenance, floodproofing, safety, and accessibility.

Cost of Development Goal (CD)

The City and County diversify the financial strategies to provide for needed infrastructure development and housing production, including maintenance and enhancement of existing infrastructure.

Policy CD.1 Continue to research and coordinate funding strategies to reduce the overall cost of development.

Policy CD.2 Support affordable and attainable housing development through additional support for infrastructure costs and sustainably reduced development standards and fees.

Policy CD.3 Support technology that reduces the cost of building safe and sustainable housing.

Parking Goal (PK) - City Only

The City manages the supply and costs of public and private parking to support a safe and walkable environment, successful and consistent enforcement, and to ensure efficient use of parking infrastructure for all users.

Policy PK.1 Reduce demand for private parking in areas served by transit to address carbon neutrality and increase affordability.

Policy PK.2 Encourage conversion of underutilized parking lots to walkable residential, commercial, or mixed-use buildings.

Policy PK.3 Pursue year-round, on-street public parking and related operations and maintenance to support reductions in private parking and promote affordability.

Policy PK.4 Provide accessible parking in a central, convenient location in all parking lots and managed parking plans.



An NAU parking lot

CORE PRIORITY: CLIMATE ACTION

The Climate Action core priority encompasses three complementary pillars that strengthen the community:

1. Reduce climate impacts: Create cleaner air and a healthier environment that allows the Region to thrive for generations to come by decreasing GHG emissions from buildings, transportation, waste, and other sectors, and implementing CDR initiatives.
2. Enhance health, safety, and resilience: Strengthen the community by preparing for, and reducing harm from, climate change impacts, including extreme heat, wildfires, and flooding.
3. Increase Community Equity: Support residents who are most impacted by climate change while ensuring the costs and benefits of climate action are equitably distributed.

These are also the primary aims of the City's *Carbon Neutrality Plan* (CNP), which calls for the City to be carbon-neutral by 2030 (see Chapter 1, Introduction).

The Scenario Planning effort revealed that the Preferred Scenario described in Chapter 4, Growth and Land Use led to the lowest emissions due to reduced energy use from buildings and transportation. Improving building efficiency, supporting cleaner modes of transportation, and creating more renewable energy in the Region can accelerate benefits to residents. This scenario also has the greatest potential to advance resilience and equity through lower housing costs and more housing diversity, greater transportation options, including active transportation, and more compact development patterns.

Goals and policies listed under the Climate Action core priority advance climate action and other Regional Plan priorities like Housing Attainability and Equity. Conversely, there are many goals and policies listed under the other priorities that also advance climate action.

Chapter 5, Social and Economic Systems, Chapter 6, Transportation, Chapter 7, Resource Stewardship and Resilience, Chapter 9, Water Resource Management, Chapter 10, Energy and Climate Action, and Chapter 11, Infrastructure and Public Safety contain action items related to this core priority.

CLIMATE ACTION - GOALS AND POLICIES

Climate Action Goal (CA.a) - City Only

The City achieves and maintains carbon neutrality by reducing emissions from all sectors.[1]

Climate Action Goal (CA.b) - County Only

The County supports and advances the goals and policies designed to address and respond to climate change.

Policy CA.1 Identify and pursue specific opportunities to reduce climate impacts by promoting energy efficiency and reducing greenhouse gas emissions throughout greater Coconino County (County only).

Policy CA.2 Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances.

Policy CA.3 Advance the electrification of aircraft, trains, buses, micromobility devices, and vehicles by increasing the availability of charging infrastructure in public and private development projects.

Policy CA.4 Support the development of carbon dioxide removal (CDR) and storage projects, capture of point source carbon emissions, and low carbon materials development projects , and through appropriate tools and land use contexts.

Policy CA.5 Reduce consumption and waste in development projects by utilizing sustainable and recycled materials in design and construction, and provide waste diversion during site preparation, design, demolition, construction, and operation.

Policy CA.6 Support high density housing where there are nearby commercial services or transit.

Energy Goal (E)

The Region increases and diversifies its use of renewable energy sources and systems while planning for the infrastructure needed to support an expanding and evolving electric grid.

Policy E.1 Support renewable energy production; promote battery storage in the residential, commercial, and transportation sectors; and support energy storage in new, utility-scale renewable energy developments.

Growth Management Goal (GM)

Future development and associated infrastructure in the Region use land and water resources efficiently and are built to mitigate the impacts of climate change.

Policy GM.1 Promote medium-to-high density residential developments and mixed-use developments within the Urban Growth Boundary (UGB) to resist urban sprawl.

Transit Goal (TR)

The Region increases public transportation frequency, safety, accessibility, and services to make it an affordable and convenient alternative to driving.

Policy TR.1 Cooperate with Mountain Line to develop and implement the five-year transit planning goals and objectives to improve service, performance, awareness, and ridership.

Policy TR.2 Cooperate with property owners, neighborhoods, and employers on transit solutions in greenfield areas and outlying communities beyond planned fixed routes.

Multimodal Transportation Goal (MT)

The Region promotes a variety of affordable and accessible transportation modes to reduce reliance on single-occupancy vehicles, reduce transportation costs for residents, and provide safe, and convenient transportation options.

Policy MT.1 Expand Intelligent Transportation Systems (ITS) to improve safety, accessibility, mobility, reliability, traffic control, and lighting for all modes.

Policy MT.2a Improve the network connectivity and accessibility to surrounding and supporting local roads, collectors, and arterials to achieve lower Vehicle Miles Traveled (VMT) and improve the pedestrian, bike, and transit network (City only).

Policy MT.2b Promote the connection of existing neighborhoods and communities (at both a local and Regional scale) with pathways and other multimodal facilities (County only).

Policy MT.3 Reduce the need to commute for work in a single-occupancy vehicle from outside of the Region by providing attainable housing, regional transit, and diverse commuting solutions.

Policy MT.4 Reduce the demand for driving and vehicle dependency which will, in turn, reduce the cost of the transportation system, increase transportation equity, and achieve carbon neutrality (City only).

Policy MT.5 Increase the accessibility, connectivity, and use of pedestrian and bicycling infrastructure, including the Flagstaff Urban Trail System and other trail systems, as a critical element of a safe and livable community and to promote transit access.

Policy MT.6 Integrate passenger rail with other travel modes including connectivity and operational improvements to the passenger rail station, Mountain Line Downtown Connection Center, and surrounding areas to foster a sustainable and diverse transportation system.

Policy MT.7 Create curb management policies and programs to increase walkability and support activated streets and safety.

Policy MT.8 Provide short- and long-term bicycle parking in areas where bicyclists want to travel.

COMPLEMENTARY PRIORITY: A WALKABLE MIXED-USE COMMUNITY

Since 2001, the Regional Plan has been moving the community toward walkability and creating neighborhoods with a mix of uses that support the daily needs of residents. Walkable, mixed-use neighborhoods promote physical health and social well being, and foster community interactions. They provide lower barrier to entry for economic development and are more economically nimble. They can also decrease household transportation costs and increase use of multimodal transportation. They are easier to serve with transit and create interesting and vibrant places.

Historic neighborhoods like La Plaza Vieja, Southside, Sunnyside, and Downtown already support small businesses and walkability, which can be further enhanced through adaptive reuse, increasing housing stability, and redevelopment. Conversely, many neighborhoods developed between the 1950s and the early 2000s have less connectivity, less access to transit, less variety of housing types, and fewer commercial uses that residents can access. This pattern of development moves the community away from achieving the core priorities of carbon neutrality and housing attainability. The Region's greenfield areas present opportunities to develop better patterns of connectivity and mixed uses in Centers, along Corridors, and in Neighborhood Commercial sites. Helping all of these areas achieve greater walkability and mix of uses will help create a better quality of life for residents.

Chapter 5, Social and Economic Systems, Chapter 6, Transportation, and Chapter 8, Parks, Recreation, and Open Space contain action items related to this complementary priority.



The Hopi Building in Heritage Square Downtown Flagstaff

A WALKABLE MIXED-USE COMMUNITY - GOALS AND POLICIES

Development Pattern Goal (DP)

The Region promotes development patterns that support attainable housing in a resilient and sustainable community.

Policy DP.1 Promote compact and pedestrian-oriented design appropriate to, and within the context of, each land use category: Urban, Suburban, and Rural.

Policy DP.2 Support development and redevelopment with a diversity of housing types by expanding opportunities for missing middle housing.

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.

Policy DP.4 Support the conversion of buildings that allow for an increase in units and for new units to be added to existing parcels over time.

Policy DP.5 Support the incorporation of nature-based infrastructure solutions in new development, parks, and open space to enhance climate resilience, manage stormwater, promote land-use efficiency, and reduce impacts to significant natural resources.

Policy DP.6 Expand support for agriculture, food systems, and traditional food practices throughout the Region.

Policy DP.7 Create and enhance the sense of place in walkable mixed-use communities and public spaces.

Best Practices for Creating a Sense of Place

- Designing entrances to public spaces to promote a sense of arrival.
- Creating a pedestrian-oriented design at street level to create vibrant and active civic spaces for residents, neighbors, and visitors.
- Repeating the patterns of streets, alleys, buildings, and civic spaces from within nearby historic districts or neighborhoods in the site planning of new development in or adjacent to historic districts.
- Repeating elements of the natural environment and compatible historic design from nearby historic districts in the design of new development and redevelopment.
- Utilizing design that breaks up building footprints or bulk and mass to ensure transportation connectivity and a comfortable pedestrian environment.
- Prioritizing accessibility by incorporating universal design features to ensure inclusivity for all.
- Integrating native landscaping with an emphasis on evergreen and mature plants to promote regional ecological identity.
- Honoring Indigenous homelands by weaving culturally significant and appropriate materials, art, and narratives into built environment design in collaboration with Indigenous communities to ensure respectful integration.

These best practices should also be used in conjunction with Guidelines in Chapter 4, Growth and Land Use.

Transportation System Goal (TS)

The Region creates an inclusive, safe, comprehensive, and continuous transportation system that provides access, mobility, and efficient transportation options.

Policy TS.1 Prioritize the safety and accessibility of vulnerable road users as the primary consideration in planning for streets and transportation systems.

Policy TS.2 Work to achieve zero serious and fatal injuries on roads and streets in the Region.

Policy TS.3a Provide and maintain Complete Streets and systems with functional, comfortable, and safe sidewalks, bicycle facilities, and transit stops, that provide accommodation for all users, even in temporary or interim conditions (City only).

Policy TS.3b Provide elements of Complete Streets that are appropriate for rural roadways and when funding and opportunities are identified (County only).

Policy TS.4 Design all roads to accommodate all people safely and where approprate, include art; contextual landscaping; pedestrian, bicycle, and transit facilities; and appropriate architectural features.

Policy TS.5 Design Great Streets to create cohesive and comfortable streetscapes that frame outstanding views, screen employment areas, and support multimodal transportation while moving Regional traffic (see Policy Map 4-9).

Policy TS.6 Design Gateways to promote a sense of arrival and sense of place (see Policy Map 4-9).

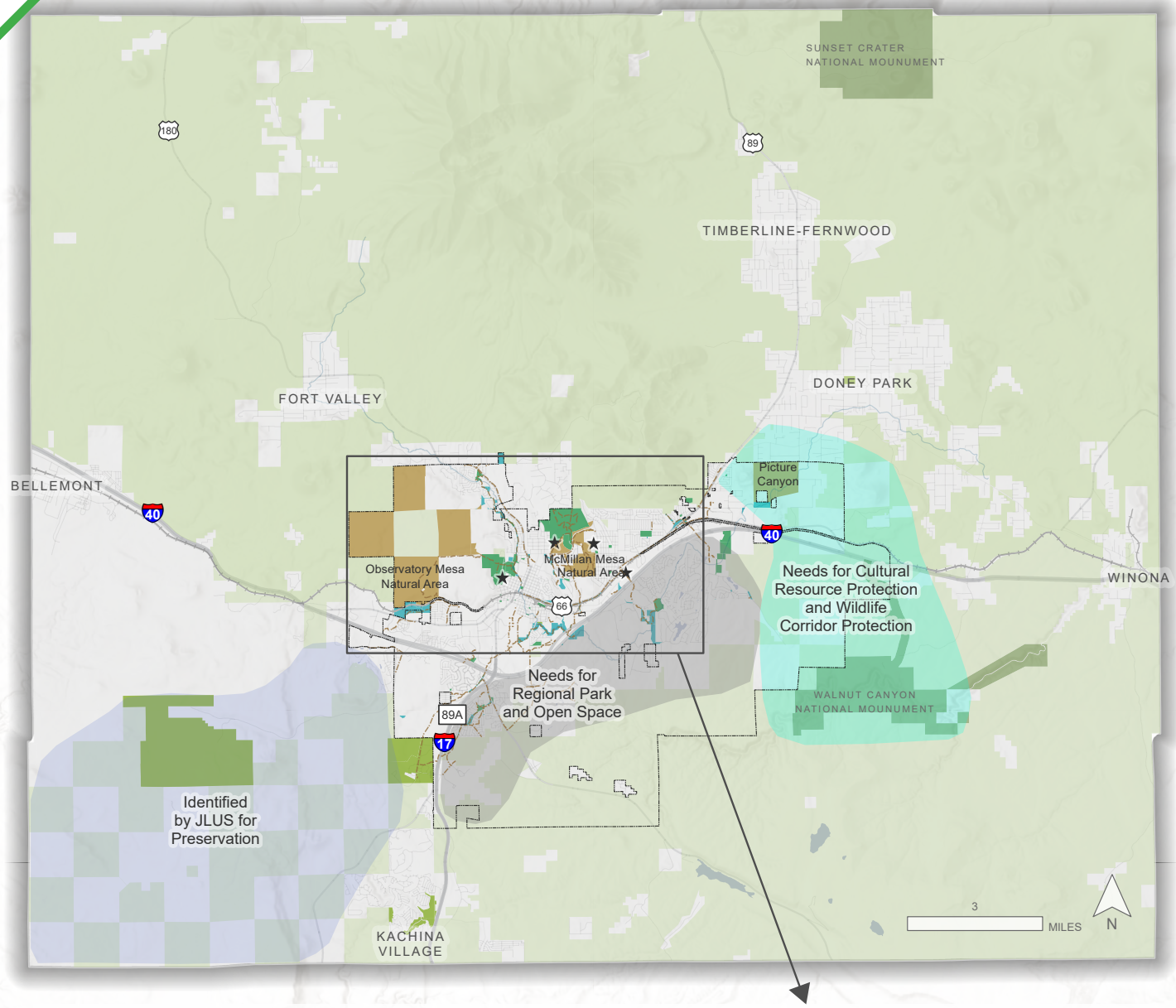
Accessible Parks, Recreation, and Open Space Goal (PROS)

The Region's system of parks, open spaces, and community centers, which supports its public and environmental health, provides diverse recreational needs; is accessible to all residents and visitors; and is interconnected by trails and greenways between Flagstaff, regional open space, and other County communities.

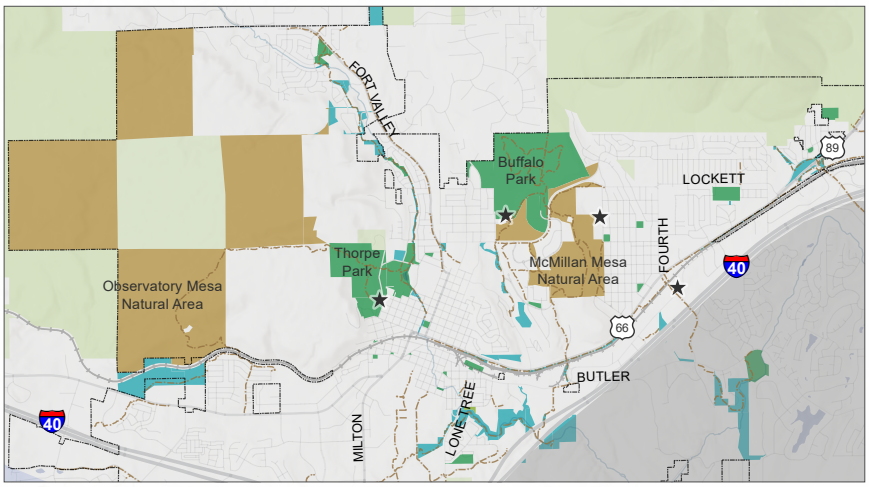
Policy PROS.1 Provide urban parks and complementary open spaces that support livable and sustainable compact development, prioritizing underserved areas of the Region.

Policy PROS.2 Plan and design Regional parks that support larger public events sustainably and support diverse recreational opportunities within the same park.

Policy PROS.3 Create and maintain opportunities for access to recreation and community centers through adaptive reuse of appropriate buildings, partnerships with non-profit organizations and neighborhoods, and new construction identified in master plans.



- ★ Recreation Centers
- Parks
- Designated Open Space
- City Owned Parcels with Open Space Dedications and/or Recreational Access
- County Parks and Open Space
- National Mounuments (NPS)
- National Forest
- FUTS Trails
- City of Flagstaff Boundary



Esri, NASA, NGA, USGS, Esri, CGIAR, USGS

Policy Map 3-1: Parks and Open Space in the Region

Policy PROS.4 Support and incentivize public access points and trail hubs for passive and active recreation and events through interagency coordination and local trail partnerships.

Because of the following statute, the Policy Map 3-1 does not identify sections of State and private land as future parks and open space:

"In applying an open space element or a growth element of a general plan, a municipality shall not designate private land or state trust land as open space, recreation, conservation or agriculture unless the municipality receives the written consent of the landowner or provides an alternative, economically viable designation in the general plan or zoning ordinance, allowing at least one residential dwelling per acre. If the landowner is the prevailing party in any action brought to enforce this subsection, a court shall award fees and other expenses to the landowner. A municipality may designate land as open space without complying with the requirements of this subsection if the land was zoned as open space and used as a golf course pursuant to a zoning ordinance adopted pursuant to article 6.1 of this chapter before May 1, 2000 and the designation does not impose additional conditions, limitations or restrictions on the golf course, unless the land is state trust land that was not planned and zoned as open space pursuant to title 37, chapter 2, article 5.1."[2]

Policy Map 3-1 on page 3-11 identifies parts of the Region where there is a need to acquire land for parks or open space, but a parcel or specific location has not been identified.

"JLUS" refers to the *2019 Coconino Joint Land Use Study*, a cooperative land use planning effort between the County, the City, Camp Navajo, and the Naval Observatory Flagstaff Station (NOFS) with the goal of ensuring the lasting compatibility of military installations and their neighboring communities.

The category labeled "City Owned Parcels with Open Space Dedications and/or Recreational Access" includes a variety of parcels that are neither official parks nor open space. They may have a primary function other than recreation, such as serving as a site for public facilities or stormwater drainage. Some parcels have been dedicated as open space but are maintained by other City departments.

COMPLEMENTARY PRIORITY: NATURAL AND CULTURAL RESOURCES

For centuries, the Region's landscape has sustained Indigenous cultures, wildlife, dark skies, forestry, agriculture, and natural beauty. The Region has a variety of vegetation types and diverse geology as well as world famous dark skies and cultural resources. Stewardship of these resources contributes to the quality of life for everyone who lives in, works in, and visits the Region. These resources also support the Region's climate resilience and are vulnerable to the impacts of climate change.

Chapter 7, Resource Stewardship and Resilience and Chapter 8, Parks, Recreation, and Open Space contain action items related to this complementary priority.

NATURAL AND CULTURAL RESOURCES - GOALS AND POLICIES

Natural Resource Stewardship Goal (RS)

The Region stewards its natural resources using scientific, social, economic, and cultural best practices.

Policy RS.1 Preserve dark skies as a natural resource that supports ecosystem health and brings scientific and economic benefits to the Region.

Policy RS.2 Mitigate hazards to reduce the risk of uncharacteristic wildfires and post-fire flooding while improving the health, structure, condition, function, and resilience of forest ecosystems through forestry best practices and wildland fire science.

Policy RS.3 Create resilient and sustainable flood management practices and systems that protect and enhance ecosystems and human health throughout the Region.

Policy RS.4 Support healthy watersheds to prepare for changing climatic conditions through the preservation and restoration of natural water courses, protection and enhancement of riparian and native vegetation, prevention of water pollution, stormwater harvesting, and other best management practices.

Policy RS.5 Incorporate the protection, conservation, and restoration of significant natural resources (see Information Maps 7-2 and 7-3) in the development of regulations and property acquisition.

Policy RS.6 Focus conservation activities on sensitive and uncommon habitats, and landscapes that support the health and resilience of regional wildlife and plant populations and ecosystems.

Policy RS.7 Prevent, inventory, treat, and remove invasive plant species to preserve native plant communities, preserve indigenous cultural practices, and reduce the risk of uncharacteristic wildland fires.

Policy RS.8 Recognize and incorporate Indigenous knowledge and cultural practices into natural and cultural resource affairs and projects.

Best Practices for the Conservation of Significant Natural Resources

Significant Natural Resources identified within the Region are geological faults, important bird habitats, rare plants, riparian areas, springs and seeps, wildlife corridors, old Ponderosa pines, and prairie dog colonies. Chapter 7, Resource Stewardship and Resilience, provides more details about Significant Natural Resources.

- Consider the proximity of known faults in capital planning and in developing regulations for site planning and structural design.
- Include known bird habitats in public open space conservation priorities.
- Preserve natural topography in public open spaces, especially where there are rare plants and unique geology.
- Minimize compaction of soil or fragmentation of riparian areas when locating roads, trails, or buildings.
- Minimize incision and channelization[3] and, during flood events, allow the natural movement of water over the landscape when possible.
- Discourage construction in the 100-year floodplain and conserve natural features through zoning and development review.
- Include wildlife corridors in public open space conservation priorities.
- If disruption of wildlife corridors with roads, walls, fences, or pavement cannot be avoided, mitigate the impacts by allowing for alternate wildlife routes and follow design standards that are compatible with animal movement.
- Encourage prairie dog colony translocation with assistance from the Arizona Game and Fish Department (AZGFD) when possible.
- On property with Ponderosa pines, make efforts to maintain or restore stands with old and large trees surrounded by grassy openings, similar to the historic range of variability.
- Avoid excavation below the tree canopy when trees are being preserved on sites under construction.

Cultural Resources Goal (CR)

The Region maintains an enduring and unique sense of place that celebrates its diverse ecosystems and community heritage.

Policy CR.1 Preserve historic buildings, sites, and structures through restoration, rehabilitation, design guidelines, grants, and incentives, where possible; when it is not, create opportunities for education, mitigation, and documentation.

Policy CR.2 Include public art, interpretation, and placemaking in public projects and, with willing private partners, tell the story of the Region's Indigenous Peoples, pioneers of all races and ethnicities, innovators, and community makers to celebrate the culture of the Flagstaff community and inspire current and future residents.

Outstanding Open Spaces and Parks Goal (OS)

The Region conserves natural and cultural resources through the purchase and design of parks and open spaces.

Policy OS.1 Incorporate and highlight the Region's defining landscapes and vistas and create visually interesting facilities through architecture, public art, and landscape design in trails, parks, and open spaces.

Policy OS.2 Focus the purchase and management of regional preserves and connector open spaces on protecting cultural or significant natural resources, while allowing for concentrated development in areas that support housing supply and climate action.

COMPLEMENTARY PRIORITY: HEALTHY ECONOMY

Economic diversity is critical to viable, resilient communities. The Region has a vibrant economy based in education, health, science, and tourism. Business expansion and retention efforts address the availability of space for new and existing businesses and the costs of business in the community. Strengthening everyone's ability to thrive economically and addressing the cost of living requires a diverse approach that supports not only businesses but neighborhoods, public health, climate action, and housing.

Chapter 5, Social and Economic Systems, and Chapter 6, Transportation contain action items related to this complementary priority.

HEALTHY ECONOMY - GOALS AND POLICIES

Healthy Economy Goal (HE)

The Region creates and maintains a vibrant and diverse economy for all that supports a thriving workforce, innovative businesses, and expansion of compatible new industries.

Policy HE.1 Attract and retain businesses and industries that complement the Region's vision and priorities and support a stable and healthy workforce.

Policy HE.2 Seek out opportunities to support existing and small businesses, nurture entrepreneurship, and support economic stability and vitality; identify measures to avoid amplifying displacement pressure, especially in areas near low-and-middle-income residents.

Policy HE.3 Promote employment pathways, skills training, and job creation in targeted sectors and needed industries such as construction, forestry, advanced manufacturing, health care, astronomy, and bioscience.

Policy HE.4 Develop industrial properties that support light and heavy industrial uses, manufacturing, and forestry industries necessary for jobs and climate resilience in the Region.

Policy HE.5 Support improved nutrition, food security, and jobs in the Region, and associated workforce development, by encouraging local agricultural activity and the production, manufacturing, and distribution of food at various scales.

Policy HE.6 Reduce barriers to creating home-based businesses and live-work structures and expanding entrepreneurship without negatively impacting housing goals.

Employment District Goal (ED)

The Region maintains and protects a supply of land to accommodate the needs of existing and future employment and manufacturing.

Policy ED.1 Promote a variety of employment uses, including heavy and light industrial uses, to allow for the creation of quality employment for a variety of trades and industries and affordable construction practices.

Policy ED.2 Expand opportunities for research and development and technical employment in Employment Districts.

Policy ED.3 Allow for workforce housing in Employment Districts to support recruitment and retention of employees when it can be accommodated without environmental impacts to residents and does not encroach on the potential for future expansion by employers.[4]

Airport Goal (A)

The Region strengthens and expands the role of Flagstaff Pulliam Airport as the dominant hub for air passenger, air freight, public safety, and firefighting aircraft operations, general aviation, and other related services in Northern Arizona.

Policy A.1 Provide safe, efficient, reliable, resilient, and sustainable transportation facilities that encourage and accommodate air and related ground services at the Flagstaff Pulliam Airport.

Freight and Rail Goal (FR)

The Region supports the area's economic vitality by improving the location and design of infrastructure that supports freight and rail—especially in appropriate employment areas—and maintaining interstate and rail access.

Policy FR.1 Promote development of rail and trucking connections and an intermodal freight facility or facilities to serve the Region and support viable economic growth.

COMPLEMENTARY PRIORITY: RESILIENT PUBLIC SERVICES AND FACILITIES

Resilient public services and facilities support resilient and sustainable water and sewer, stormwater, flood control, fire, police, emergency management, solid waste, internet, electricity and other public services and facilities. The way that the City, County, and private utilities manage and provide these services has wide-ranging implications for the cost and quality of life in the Region. These services are necessary for public safety and to support a healthy environment and community.

The Water Resource Management goals and policies support the quality and quantity of water throughout its cycle in the Region and the management of drinking and reclaimed water, wastewater, and stormwater.

Chapter 7, Resource Stewardship and Resilience, Chapter 9, Water Resource Management, Chapter 10, Energy and Climate Action, and Chapter 11, Infrastructure and Public Safety contain action items related to this complementary priority.

RESILIENT PUBLIC SERVICES AND FACILITIES - GOALS AND POLICIES

Water Resource Management Goal (WR.a)- City only

Goal WR.a – Balance water demand and water supply to maintain the 100-year water adequacy designation[5], support sustainable regional hydrology, and meet ecosystem needs.

Water Resource Management Goal (WR.b)- County only

Goal WR.b – Balance water demand and water supply for social and economic well-being while supporting sustainable regional hydrology, and meeting ecosystem needs.

Policy WR.1 Manage infrastructure and develop partnerships that support water, stormwater, wastewater, and reclaimed water utility facilities that are safe, secure, reliable, cost effective, and adequate for the Region's future growth and continued environmental health.

Policy WR.2 Support and incentivize water conservation and other water efficiency measures to protect water resources, support projected community growth, reduce the costs for water systems, and conserve energy.

Policy WR.3 Maximize the beneficial use of all water sources by implementing water reuse programs.

Policy WR.4 Provide sustainable and reliable water and sewer services within the Urban Growth Boundary.

Policy WR.5 Encourage irrigation efficiency and limit private or public green spaces that require irrigation to those using reclaimed water (where available) and those necessary for private, ecosystem, or recreational beneficial use.

Policy WR.6 Evaluate direct potable reuse and advanced water treatment techniques as a potential source of drinking water in the future.

Policy WR.7 The Red Gap Ranch regional pipeline may provide water for natural resource protection, fire safety, and for use by project partners and beneficiaries outside the Urban Growth Boundary as permitted by water rights settlement agreements and water supply contracts.

Water Quality and Stormwater Management Goal (WQ)

The Region manages watersheds and stormwater to address flooding concerns, water quality, and environmental protections.

Policy WQ.1 Protect watersheds for water supply needs, flood mitigation, ecological integrity, and increased resilience.

Policy WQ.2 Protect the quality of surface water, groundwater, and reclaimed water to preserve the Region's drinking water and ecosystem services.

Policy WQ.3 Maintain and develop facilities to provide safe, reliable, and cost-effective stormwater, wastewater, and reclaimed water services.

Resilience Goal (R)

The Region works across all government operations and services to reduce the risk of natural and human-caused hazards.

Policy R.1 Prepare the Region's human and natural systems to be more resilient to short-term catastrophic events and long-term impacts of climate change.

Policy R.2 Allocate available public resources necessary for the City and County to prepare for and adapt to natural and human-caused hazards so that all government operations support community resilience.

Policy R.3 Equitably prepare for and mitigate the impacts of fires and floods to reduce the risks of loss of life, property damage, and disruption of public services for all, and reduce or mitigate loss of watershed health and wildlife habitats.

Policy R.4 Effectively locate facilities to accommodate the staff, training, and resources needed to provide safe, equitable, and risk-based emergency response to all hazards for all community members.

Policy R.5 Expand and expedite forest restoration and risk mitigation efforts to reduce urban and neighborhood fire risks more effectively.

Infrastructure Goal (I)

The Region provides sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.

Policy I.1 Prioritize capital improvement projects that facilitate affordable housing, infill, carbon neutrality, sustainable operations, and resilience to hazards (City only).

Policy I.2 Upgrade and strengthen critical infrastructure systems to withstand the increased risks of climate change.

Public Safety Goal (PS)

The Region provides high-quality emergency response and public safety services including law enforcement, fire, medical, and ambulance transport services for all.

Policy PS.1 Ensure adequate access on public rights-of-way for emergency response and well-maintained evacuation routes for public safety while managing daily public safety risks in transportation rights-of-way.

Policy PS.2 Ensure greenfield development is designed to reduce the risk of fire carrying from the surrounding forests and grasslands into the community to address risks to residents and businesses.



Fixing a water leak on E Huntington Drive



Beaver Street

Chapter 3 Endnotes

1. The City adopted the Carbon Neutrality Plan with the goal of achieving carbon neutrality by 2030.

2. A.R.S. § 9-461.06.N (same language in the County statute).

3. Unless channelization is necessary for flood control in the built environment.

4. State statute requires the Regional Plan to produce a map of state identified aggregate sources. The Arizona Geological Survey does not identify any aggregate mines in the Region. However, there are three known mining operations that produce aggregate on private land in East Flagstaff and Winona. There are also aggregate sources for Forest Road maintenance on the Coconino National Forest.

5. Water adequacy requires evaluating the technological and fiscal feasibility of alternative water sources, treatment technologies, and management through regular Utility Master Plans and is approved by the Arizona Department of Water Resources.

CHAPTER 4

GROWTH AND LAND USE



Fishies, Zoe Rosenthal, 9/2022

GROWTH AND LAND USE

BACKGROUND

The Regional Plan is a place to share the facts and the details about what has already occurred in the community, where the community is now, and what opportunities lie ahead. The community conversations surrounding growth are the most challenging; they are woven into every map and every piece of guidance the Regional Plan provides to future decision makers, and they incorporate the competing values, needs, and priorities of people throughout the Region.

Finding a balance between conserving what is cared about individually and collectively and charting a future for current residents and the generations to come is difficult. While updating the Regional Plan, the community wrestled with facts, feelings, and values to uncover the choices that are possible in terms of what the Region will become and how to steward its future.

Regional Growth Trends 2012-2022

Since 2012, 5,246 new dwelling units have been constructed in the City and 1,590 new dwelling units have been constructed in the County.[2] In the past three decades (1990-2020), the City's housing production has not kept pace with demand for housing. The community has seen a steady rise in housing costs. Increasingly, people who work in the Region can only afford to live in outlying communities, leading to longer commutes. See Chapter 5, Social and Economic Systems for a discussion of factors influencing the cost of housing, including secondary homes, short-term rentals, and student housing.

Table 4-1: Single-Family and Multifamily Dwelling Permits Issued 2016-2023 (City)[3]

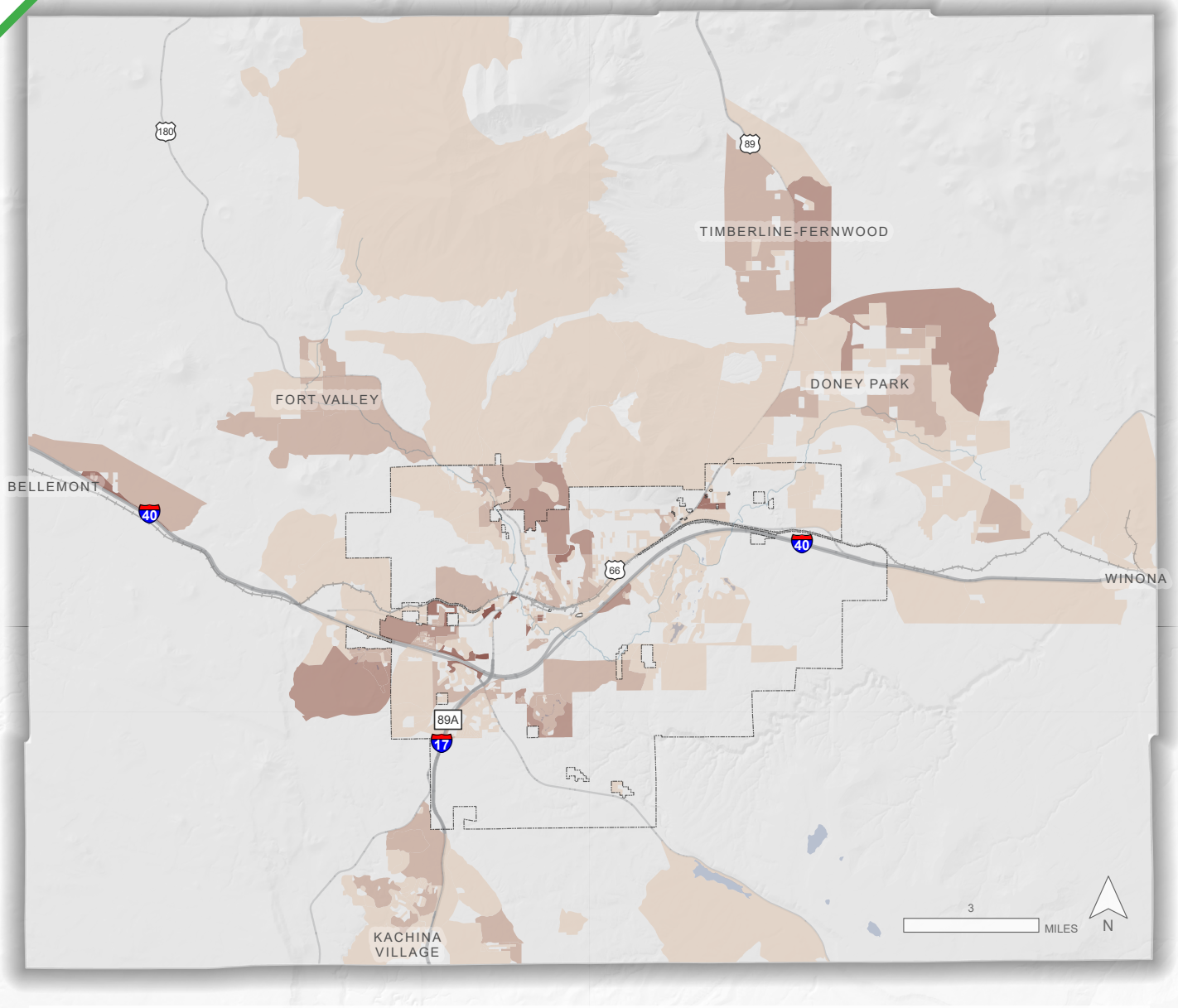
Year	Single-Family Permits	Multifamily Permits	Total Permits
2016	265	537	802
2017	258	469	727
2018	398	10	408
2019	296	117	413
2020	289	388	677
2021	220	473	693
2022	160	352	512
2023	195	592	787

Table 4-2: Changes to Population and Housing Units 2000-2020 (City)[4]

Year	Housing Units	Increase in Units	Increase in population
2000	21,430		
2010	25,648	+4,218	+12,976
2020	31,369	+5,721	+10,961

The largest increase in construction of new housing units is in the vicinity of the Milton Road corridor. Prior to 2012, the corridor was primarily commercial with few residential units along its frontage. The market trend toward multi-story, mixed-use apartments supported the *Flagstaff Regional Plan 2030* goals of creating mixed-use activity centers that function as walkable, denser neighborhoods.

New subdivisions developed in west Flagstaff introduced low-to-medium density housing with access to Route 66 and Interstate 40 (I-40). McMillan Mesa and Ponderosa Parkway experienced some of the greatest variety of new development and building types in the Region. New housing in these areas consisted primarily of condominiums, apartments, and senior and assisted living facilities. The development in these areas filled a significant gap in population density over the last decade. Neighborhoods near JW Powell Boulevard and Lone Tree Road added new low-density units to the South Lone Tree area. Some smaller infill developments between the Flagstaff Mall and the City limits have also increased growth on the City's far east side.

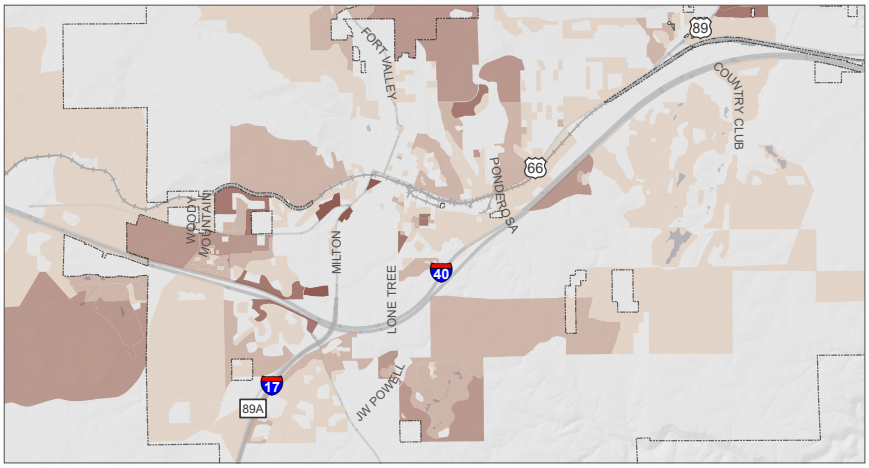


Census Blocks with New Units

Count of New Units Since 2012

- 1- 10
- 10 - 50
- 50 - 100
- 100 - 250
- 250 - 500

The geography of census blocks is defined by the United States Census Bureau. https://www.census.gov/data/academy/data-gems/2021/what-are-census-blocks.html



Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Information Map 4-1: New Construction in the Region Since 2012

In November 2018, Flagstaff voters approved partial funding of transportation improvements for the JW Powell Boulevard Corridor Project between South Fourth Street and Lone Tree Road. The City has been working with multiple large and small property owners since 2020 to address the future road alignment, utility financing, and land-use proposals throughout this area. Construction of the roadway corridor is expected to begin in 2025. Its completion is necessary to support the area's development. As a result of this project, 1,820 acres of new neighborhoods and commercial areas are expected to be developed in the next decade.

Within unincorporated County portions of the Region, the primary development has been single-family homes, with infill occurring in Doney Park, Timberline, and Fernwood, and within the Fort Valley 180 Corridor on large parcels of one or more acres. The Mountainaire community is primarily built out; Kachina Village will also be built out when the newest subdivision under construction as of 2024 is completed. Bellemont is a rapidly growing residential community. The availability of water and sewer services in Bellemont supports denser development that offers a variety of housing styles ranging from townhomes to single-family homes.

Characteristics of Development in the Region

The physical character of the Region is defined by its built environment and natural setting. Areas where the built environment and the natural setting are well integrated are some of the most distinctive, attractive, and desirable parts of the City. The intent of the City's landscaping regulations is to ensure that native plants and trees are incorporated along streetscapes, in plazas, and landscaped areas, providing shade and contributing to Flagstaff's aesthetic character. Where native plants and trees are incorporated, following fire prevention principles is important.

City codes also support the use of native materials in site and building designs to reflect the City's historic character. The City has four National Register Historic Districts: the Flagstaff Townsite Historic District, Railroad Addition Historic District, North End Historic Residential District, and Flagstaff Southside Historic District. Route 66, completed in the early 20th century, brought motels, billboards, neon lights, and retro-architecture to the City, and many of these designs and structures are preserved and celebrated today. The County communities of Bellemont, Doney Park, Timberline and Fernwood, Kachina Village, Mountainaire, and Fort Valley 180 Corridor have Design Review Guidelines as an overlay district that apply specific design standards to commercial, industrial, and multifamily developments. Across the Region, significant buildings, historic districts, and urban design contribute to a strong sense of place and local identity. Modern homes and buildings in the Region sometimes replicate these historic styles and materials and integrate the natural features of the landscape, including views, geology, and vegetation, into their design.

SCENARIO PLANNING

As introduced in Chapter 1, Introduction, the process of creating the Regional Plan was informed by exploratory scenario planning, which helps communities identify issues and plan for the future despite not knowing which specific challenges will emerge. Scenario planning for the Region began with identifying three "critical uncertainties":

1. How much will the Region's population grow?
2. How much funding will be available for infrastructure?
3. How much will climate change impact the Region?

Through a series of workshops, the public then helped generate ideas and principles for how the Region should respond. Based on public feedback on vision, growth concepts and priciples, and scenario-building "Face the Future" workshops, four initial scenarios—A, B, C, and D—were developed, each with a unique set of assumptions (see Table 4-3). All scenarios assumed the same job growth and housing construction using different patterns and scales of development. A Technical Advisory Group made up of experts in various disciplines from the community were consulted on assumptions, to review input, and to verify conclusions.

Scenario	Assumptions	Key Findings
A BUSINESS AS USUAL		
 *Most detached single-family units*	All development occurs using existing zoning entitlements. Most single-family detached housing units.	» Housing costs are **54 percent higher** than today. » **17 percent fewer workers** live in the Region than today. » **1 percent increase** in transportation emissions. » **2 percent increase** in building emissions.
B COMPLETE COMMUNITIES		
 *Most housing diversity*	Focus on new neighborhoods and centers. Most housing diversity.	» Housing costs are **19 percent higher** than today. » **7 percent fewer workers** live in the Region than today. » **2 percent decrease** in transportation emissions. » **2 percent decrease** in building emissions.
C URBAN CENTERS AND CORRIDORS		
 *Most apartments & condo buildings*	Focus on higher density development in centers and corridors. Most apartment or condo buildings.	» Housing costs are **21 percent lower** than today. » **13 percent more workers** live in the Region than today. » **9 percent decrease** in transportation emissions. » **7 percent decrease** in building emissions.
D NEIGHBORHOOD INFILL		
 *Most attached housing units (i.e. townhomes)*	Focus on smaller infill projects in existing neighborhoods. Most attached housing units.	» Housing costs are **22 percent lower** than today. » **13 percent more workers** live in the Region than today. » **8 percent decrease** in both transportation and building emissions.

Table 4-3: The Four Scenarios

The scenarios considered in this process assumed that public and private actions could be coordinated through regulations and incentives and that reasonably foreseeable technology and population projections occur as they are currently forecasted. The Regional Plan cannot regulate or even influence all of the factors that would need to align for the scenarios to occur in the way they are projected. However, the comparison of scenarios informs how the City and County should set goals and policies for what they can influence to create the environment for the better growth outcomes.



N San Francisco Street in Downtown Flagstaff

The four scenarios showed that centrally located density will be essential to both housing affordability and carbon neutrality. Scenarios C and D were the only scenarios that reduced the cost of housing and significantly reduced auto dependency and lengthy commutes for workers in the Region. Scenario B showed that new neighborhoods can also support these goals when completed in a manner that allows a greater density and mix of uses. Scenario A, which assumed land-use patterns would not change, resulted in higher housing costs; fewer workers living in the Region; and increases in transportation and building emissions.

The Preferred Scenario

The public was asked to evaluate each of the four scenarios through a scenario choosing survey, and a Preferred Scenario was developed based on the outcome. The Preferred Scenario was a hybrid of the four scenarios, focusing on Scenarios C and D while including emphasis on compact, single-family development from Scenario B. The Preferred Scenario prescribes allowing more housing density in existing neighborhoods, encouraging compact development along major transportation corridors, and improving the alignment of public infrastructure investments with areas where density is supported. These actions would create more opportunities for attainable housing, help reduce the frequency and duration that residents must drive, and support the Region's progress toward achieving carbon neutrality goals.

Disclaimer: The Preferred Scenario assumed property owners would use existing entitlements in locations where changes were not modeled. The Regional Plan cannot preclude any property owner from using their existing entitlements, even if the scenario demonstrated greater community benefits of different land uses, intensity, and density of a site.

The Preferred Scenario was projected to impact growth and land use in the following ways:

» **Livability & Attainability**
The Preferred Scenario aims to create a more livable and affordable Region by encouraging more compact and diverse housing types throughout established neighborhoods. These housing types include duplexes, triplexes, fourplexes, and cottage courts (also known as "middle housing"), as well as more apartments and mixed-use buildings. Preferred Scenario modeling demonstrated that a combined approach of increasing housing production and producing smaller units in the Region through 2045 could result in **a 20-percent reduction in housing costs versus today**, enabling the Region to house more of its workforce locally. Achieving this outcome depends heavily on reducing barriers to creating new housing units.

» **Transportation & Infrastructure**
A major objective of the Preferred Scenario is the efficient use of scarce public funds. The Preferred Scenario focuses on encouraging more infill growth and investment in existing infrastructure, including along existing public transit lines, rather than expanding future roadways to new growth areas. The Preferred Scenario assumes that already funded projects such as the Lone Tree Overpass and the JW Powell Boulevard Extension are completed, which allows for land in these areas to be opened to housing development. By focusing the future investments on denser infill development, the Preferred Scenario produced the biggest shifts from driving to walking, biking, and transit use. Specifically, it resulted in **a 2.9-percentage point increase in the Region's daily share of transit trips, and a 1.8- percentage point increase in the daily share of walking.** These findings demonstrate that targeted investment and infill development will provide some improvement in walking and transit trips. Chapter 6, Transportation, provides more information on strategies to support these targets further with a healthy environment for walking, biking, and transit.

» **Sustainability & Resilience**
The Preferred Scenario showcases how the Region can make progress toward the City's carbon neutrality goals through improvements in building efficiency, lower-carbon energy sources, more compact development, and reduced vehicle dependency. While the Preferred Scenario does not lead to reduced VMT Region-wide, it does result in the biggest reduction in per-household driving of any scenario tested. More compact land use patterns, building efficiency measures in new construction, and reduced driving equate to an **eight-percent reduction in transportation emissions and a seven-percent reduction in building emissions by 2045.**

Integrating Priorities in Growth and Land Use Decisions

The exploratory scenario planning exercises demonstrated that moving forward with Scenario A, "Business as Usual," which mimicked past land-use patterns, will prevent the Region from meeting its affordability, carbon neutrality, energy, water, and transportation goals. The Preferred Scenario illustrates the targets the Region could set to achieve its vision and goals despite uncertainties surrounding population growth, public funding, and the impacts of climate change.

Scenario Planning Process

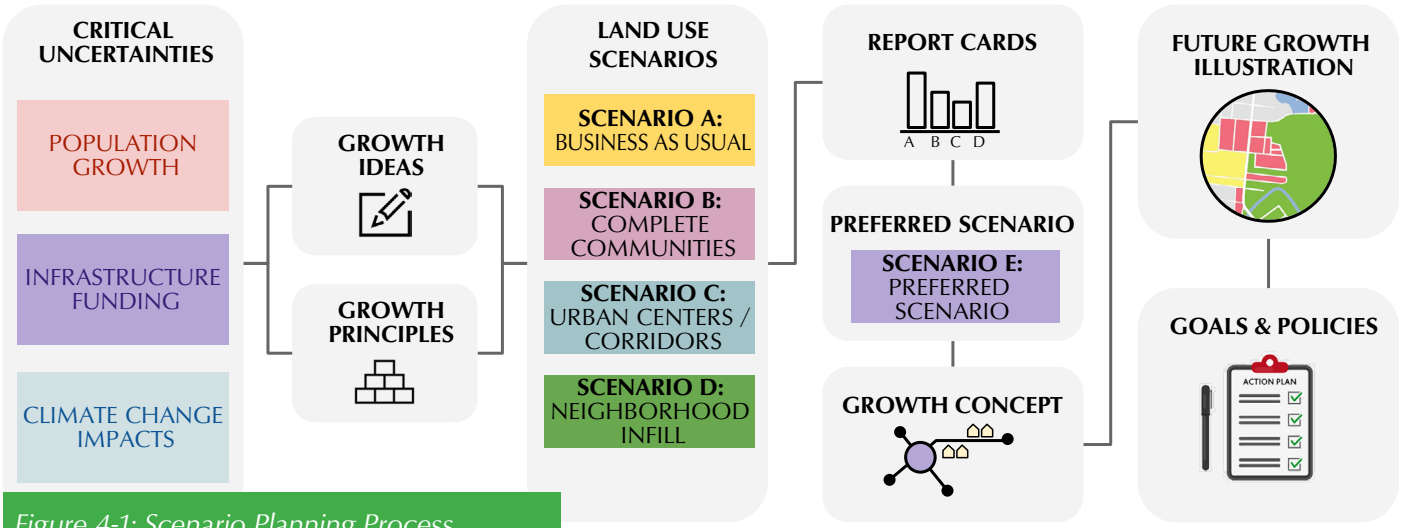


Figure 4-1: Scenario Planning Process

Once finalized, the Preferred Scenario was transitioned into the Region's "Growth Concept," which translated its broader land-use characteristics into categories to use as "building blocks" in the Future Growth Illustration (see Land Use Categories). The Growth Concept assessed the parameters and locations of these building blocks, as well as their general density and mix of uses in consideration of existing entitlements, area and specific plans, possible site limitations, and other City and County policies. Finally, the Growth Concept was presented to the Regional Plan Committee as the basis for the land-use categories and as one of the considerations used to develop the Future Growth Illustration and goals and policies.

THE LAND USE FRAMEWORK

The Land Use Framework is made up of the Future Growth Illustration, the Table of Zoning Compatibility for Each Land Use Category, Guidelines for All Land Use Categories, and Land Use Category Guidelines. These components of the Land Use Framework are used in the analysis of conformance with the Regional Plan as described in Chapter 2, How the Plan Works.

Future Growth Illustration

The Future Growth Illustration on the pages that follow is the map that defines the "proposed general distribution and location and extent of [land] uses for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space and other categories of public and private uses of land as may be appropriate to the municipality."[5] The Future Growth Illustration and this chapter's guidelines set the context for the Regional Plan's goals and policies. This context influences how a private development proposal, or a public investment, contributes to achieving the Regional Plan's goals and policies and whether a proposed land-use change conforms to the Regional Plan.

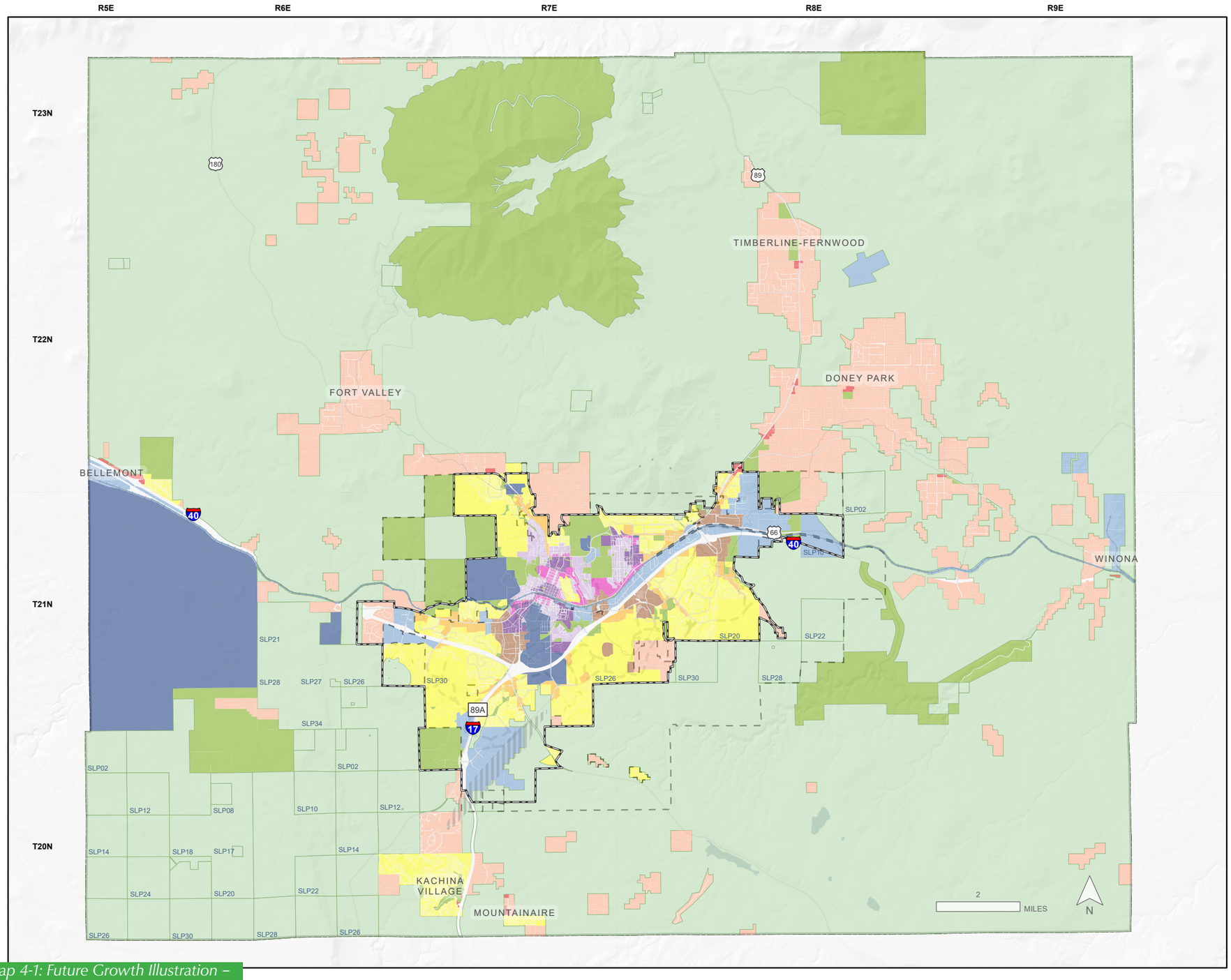
The Future Growth Illustration is built on a framework that defines the types of places that exist in the Region today, and others that would be encouraged in the future. It is made up a series of building blocks, which help explain how different parts of the Region relate to one another. For example, the building blocks identify which areas support primarily residential activity versus areas that support more commercial and employment activity. The building blocks are Centers, Corridors, Districts, Neighborhoods, and Landscapes, which are defined for different contexts including Urban, Suburban, Rural, Employment, or University and Research. The following pages provide more detail on each building block and land use category.

The Future Growth Illustration takes into account issues such as access and topography limitations, existing entitlements, and the availability of infrastructure and services to create a coherent vision for how the Region will grow.

An online interactive map is on the project website: www.flagstaff.az.gov/regionalplan2045.

LAND USE CATEGORIES

Each category depicted on the Future Growth Illustration has a set of Category Guidelines. These guidelines describe the characteristics anticipated for these areas as they develop or redevelop. The guidelines apply to development proposals seeking a finding of plan conformance[6] or a plan amendment. The purpose of these guidelines is to determine the conformance of a proposal to the Land Use Category for Zoning Map Amendments[7] and Conditional Use Permits, if applicable. Appropriate zoning for each Land Use Category and the desired densities can be found in the Table of Zoning Compatibility for each Land Use Category.



Policy Map 4-1: Future Growth Illustration – Regional Scale

FUTURE GROWTH ILLUSTRATION

Centers
- Urban Center
- Suburban Center
- Rural Center

Districts
- Urban Corridor
- Suburban Corridor
- Employment District
- University and Research District

Landscapes
- Parks and Open Space
- Federal Lands and Working Landscapes

Neighborhoods
- Urban Neighborhood
- Suburban Neighborhood
- Rural Neighborhood

- Airport Overlay Zone
- Planned Roads
- Urban Growth Boundary
- CoF Boundary



Disclaimer: The Future Growth Illustration and desired future conditions do not preclude a property owner from exercising their currently available private development entitlements.

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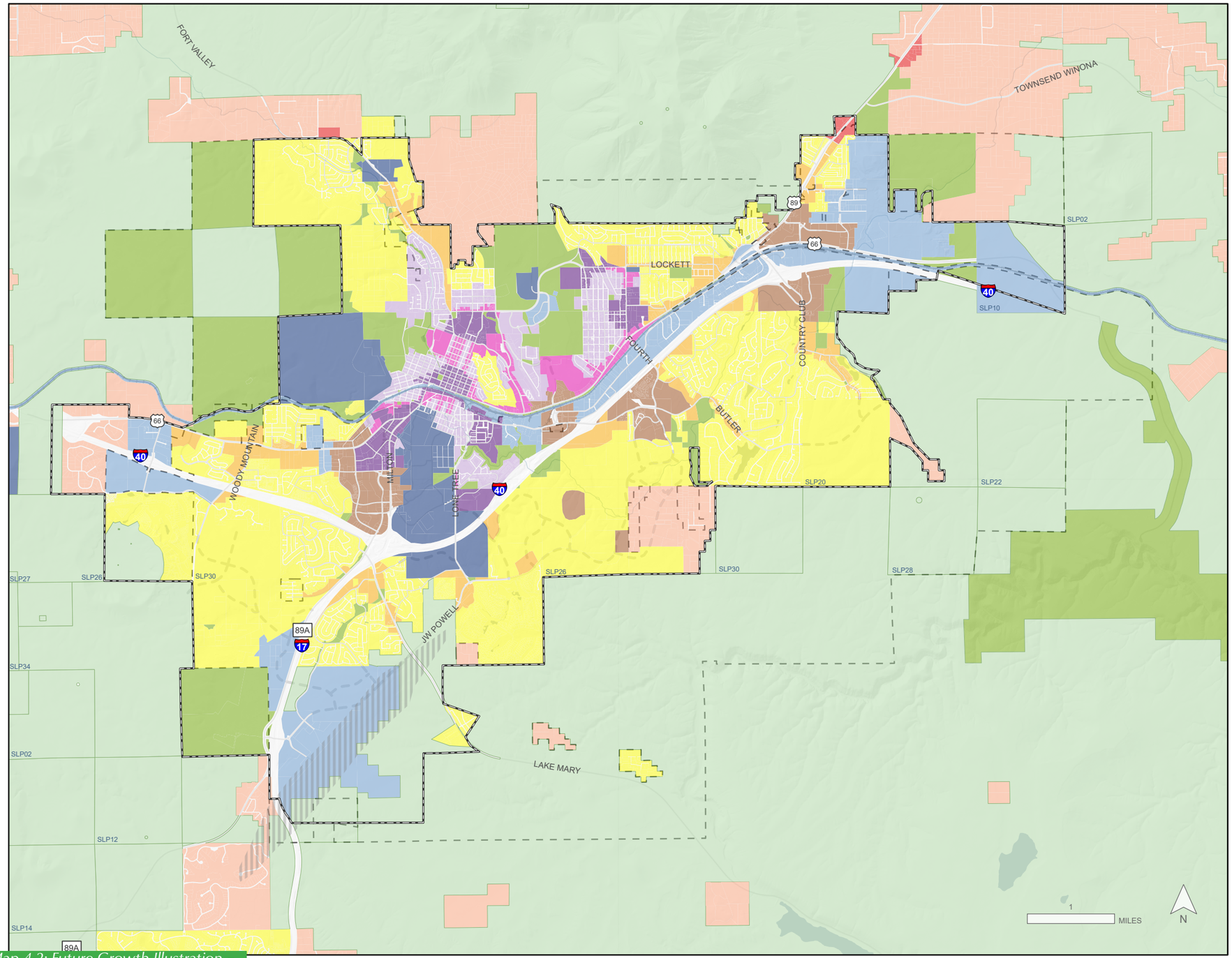


FUTURE GROWTH ILLUSTRATION

Centers
- Urban Center
- Suburban Center
- Rural Center

Districts
- Urban Corridor
- Suburban Corridor
- Employment District
- University and Research District

Landscapes
- Parks and Open Space
- Federal Lands and Working Landscapes

Neighborhoods
- Urban Neighborhood
- Suburban Neighborhood
- Rural Neighborhood
- Airport Overlay Zone
- Urban Growth Boundary
- Planned Roads
- CoF Boundary

Coconino County



Disclaimer: The Future Growth Illustration and desired future conditions do not preclude a property owner from exercising their currently available private development entitlements.

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Policy Map 4-2: Future Growth Illustration – City Scale

TABLE OF DENSITY RANGES



HIGH DENSITY HOUSING (H)

Density	Housing Types	General Location
30 or more duac	Multifamily Apartments (three or more stories), Vertical and Horizontal Mixed-Use	Urban and Suburban land use categories that support vertical mixed-use development. Transit centered. Integrated community and recreational spaces. May be located on major roads.



MEDIUM-HIGH DENSITY HOUSING (MH)

Density	Housing Types	General Location
15 to 29 duac	Duplexes, Triplexes, Quadplexes, Multifamily Apartments (three or more stories), Live/Work Units, Vertical and Horizontal Mixed-Use	Urban and Suburban land use categories where housing, commercial uses, and jobs are intermixed. Transit supportive.



MEDIUM DENSITY HOUSING (M)

Density	Housing Types	General Location
5 to 14 duac	Detached Single-Family, Attached Single-Family, Accessory Dwelling Units (ADUs), Duplexes, Triplexes, Quadplexes, Multifamily Apartments (two-to-three stories), Live/Work Units	Urban and Suburban land use categories with highly connected bicycle and pedestrian infrastructure, where housing can be set back from major roads.



LOW DENSITY HOUSING (L)

Density	Housing Types	General Location
0 to 4 duac	Farms, Ranches, Detached Single-Family, Clustered Housing, ADUs	Rural and Suburban land use categories where there are significant natural or cultural resources being preserved, agricultural uses, or limited infrastructure.

Table 4-4: Density Ranges

TABLE OF ZONING COMPATIBILITY FOR EACH LAND USE CATEGORY

This table is used to determine compatible zoning categories for findings of conformance and related Category Guidelines. If the proposal meets the compatible zoning categories and conforms to the Category Guidelines in this chapter, a plan amendment is not required.

Land Use Category	Desired Density (duac)	Compatible Zoning Categories (City)[a]	Compatible Zoning Categories (County)
CENTERS			
Urban Center (UC)	H, MH	CB, NCC, CS[b], HR, PF	N/A
Suburban Center (SC)	H, MH	HC, CC, NCC, HR, PF, RD	N/A
Rural Center (RC)	MH, M	SC, NCC, HR, MR, PF, POS	CG-10,000, CN, PC, PRD, PS, RM-10/A, RM-20/A, RS-6,000
COMMERCIAL DISTRICTS			
Urban Corridor (UCO)	H, when residential or mixed-use is proposed	CS, HC, CC, NCC, PF, HR	N/A
Suburban Corridor (SCO)	H, MH when residential or mixed-use is proposed	SC, CS, HC, CC, NCC, PF, HR	N/A
EMPLOYMENT DISTRICTS			
Employment District (EMP)	Desired density is dependent on the compatibility with and pattern of the primary use and surrounding context.	RD, HI, HI-O, LI-O, LI, PF *Commercial and residential zones, when complementary to a primary zone in a master planned development, may be allowed.*	CG-10,000, CH-10,000, IH-6,000, IL-10,000, IP-20,000, MR
University & Research District (URD)	Desired density is dependent on the compatibility with and pattern of the primary use and surrounding context.	RD, LI-O, LI, PF *Limited HI when part of a campus plan. Commercial and residential zones may be allowed when complementary to a primary zone in a master plan or campus plan.*	CG-10,000, CH-10,000, IH-6,000, IL-10,000, IP-20,000, PS
LANDSCAPES			
Parks and Open Space (PS)	N/A	PF, POS	PS, OS
Federal Lands and Working Landscapes	N/A	PLF, PF, POS	Existing entitlements

Table Notes

a. New transect zones would be adopted through the creation of a Traditional Neighborhood Community Plan, which would focus on achieving desired density and intensity. They are therefore not listed in the table.

b. Commerical Service is permitted in an Urban Center, when supported by a specific plan, such as the Southside Community Specific Plan.

Land Use Category	Desired Density (duac)	Compatible Zoning Categories (City)[a]	Compatible Zoning Categories (County)
NEIGHBORHOODS			
Urban Neighborhood (UN)	H, MH MH, M in a historic district	HR, MR, PF, MH, NCC, CS *POS zoning may be considered as an accessory zone to a development project.* *LI-O uses that meet the guidelines for UN may be considered.*	N/A
Suburban Neighborhood (SN)	H, MH, M in the UGB M, L outside the UGB	R1, R1-N, MR, HR, PF, POS, MH, SC, NCC	RS zones, RM 10/a, RM 20/a, MHP, RMH, PC, PRD
Rural Neighborhood (RN)	L	R1, RR, ER, PF, POS, MH	G, AR zones, RR zones, RS zones, PC, PRD

Legend of Table Abbreviations:

Duac: Dwelling units per acre.

N/A: Not applicable.

City Zoning Abbreviations:

Central Business (CB)
Commercial Service (CS)
Community Commercial (CC)
Estate Residential (E)
Heavy Industrial (HI)
Heavy Industrial Open (HI-O)
High Density Residential (HR)
Highway Commercial (HC)
Light Industrial (LI)
Light Industrial Open (LI-O)
Manufactured Housing (MH)
Medium Density Residential (MR)
Neighborhood Community Commercial (NCC)
Public Facility (PF)
Public Lands Forest (PLF)
Public Open Space (POS)
Research and Development (RD)
Rural Residential (RR)
Single-Family Residential (R1)
Single-Family Residential Neighborhood (R1N)
Suburban Commercial (SC)

County Zoning Abbreviations:

Agricultural Residential (AR)
Commercial General-10,000 sq.ft. min (CG-10,000)
Commercial Heavy-10,000 sq.ft. min (CH-10,000)
General-10AC min (G)
Heavy Industrial - 6,000 sq. ft. min (IH-6,000)
Industrial Park (IP-20,000)
Light Industrial-10,000 sq. ft. (IL-10,000)
Manufactured Home Park (MHP)
Mineral Resource (MR)
Open Space and Conservation (OS)
Planned Community (PC)
Planned Residential Development (PRD)
Public and Semi-Public (PS)
Residential and Manufactured Home Zone (RMH)
Residential Multiple Family-10 units (RM-10/A)
Residential Multiple Family-20 units (RM-20/A)
Rural Residential (RR)
Residential Single Family (RS)

Table Notes

For more information on City and County zones, see the City of Flagstaff Zoning Code 10-40 and the Coconino County Zoning Ordinance.

This table should be updated administratively as part of the ordinance for Zoning Text Amendments without the need for a separate plan amendment process. If one jurisdiction adopts a change to the table or map, the other entity can update its version administratively with a notice at a City Council or County Board of Supervisors' meeting.

Density Calculations:

1. Density is calculated using the methods and procedures outlined in the respective Zoning Code of the City or County.
2. If proposed as part of a master block plat or specific plan, density can be calculated across the entire area included within the plat or plan.
3. Calculations of density for the purpose of Regional Plan conformance exclude use of density bonuses when the proposal would acheive more than the maximum density.
4. Commercial or industrial parcels that do not include housing should not be included in the density calculation.

GUIDELINES FOR ALL LAND USE CATEGORIES

All Categories

» Encourage infill development and redevelopment in areas already served by existing infrastructure and public facilities.
» In greenfield areas, encourage development to be clustered as a means of preserving significant natural resources, agricultural lands, and open space, and to minimize service and utility costs.
» Limit private or public green spaces that require irrigation, emphasize the use of reclaimed water (where available) and provide reclaimed water for private, ecosystem, or recreational beneficial use.
» Discourage land uses incompatible with airport and flight operations in the vicinity of airports and helipads.

All Neighborhoods

» Affordable housing units should be dispersed throughout every neighborhood.
» Promote neighborhoods that have frequent road and trail connections, and encourage transit ridership.
» Because the Region's desired development pattern is connected and inclusive, discourage gated communities and neighborhoods with many cul-de-sacs.
» Within all neighborhoods. locate and design dynamic public civic spaces, parks, and natural areas that are accessible to pedestrians, bicyclists, and transit.
» Encourage growth and the management of public spaces, including streets, that enhance the unique sense of place within established and historic neighborhoods.

Public Facilities and Infrastructure

» Development requiring drinking water and sewer will be located within the UGB (City only).
» Do not extend water services to new development without sewer to maintain the ability to recycle and use reclaimed water (City only).
» Intercept and minimize contaminants from urban runoff to protect surface water quality in all watersheds.
» Support the incorporation of nature-based infrastructure solutions in new development, parks, and open space to enhance climate resilience, manage stormwater, promote land-use efficiency, and reduce impacts to significant natural resources.
» Ensure that the entire Region is equipped for growth with public facilities and infrastructure (see Chapter 11, Infrastructure and Public Safety, for details).

Natural Resources

» Discourage construction in the 100-year floodplain and conserve natural features through zoning and development review.
» If disruption of wildlife corridors with roads, walls, fences, or pavement cannot be avoided, mitigate the impacts by allowing for alternate wildlife routes and follow design standards that are compatible with animal movement.
» Follow the Arizona State Mining Inspector's Aggregate Protection Guidance recommendations when considering discretionary land-use decisions.

BUILDING BLOCK: CENTERS

Centers provide basic goods, services, and employment to significant parts of the Region and areas outside it. They may include one or more neighborhoods and serve adjoining neighborhoods. Some Centers may provide unique or specialized opportunities (such as arts and entertainment) that define their character and are best supported by larger markets.

Existing Urban Centers, such as Downtown Flagstaff and the Flagstaff Medical Center, Suburban Centers like South Milton Road, and Rural Centers such as Shadow Mountain Drive in Bellemont, are located around the intersection of major transportation corridors. Centers should contain a mix of housing, jobs, and services at densities that are appropriately scaled to their context (Urban, Suburban, Rural), as well as appropriate transportation and transit infrastructure.

WHAT IS TRANSIT-SUPPORTIVE LAND USE?

Transit does not operate efficiently if destinations, people, and jobs are spread out and difficult to access. Transit-supportive land use is a style of development that puts people and places within easy reach by using transit. The Code Analysis Project has determined that transit-supportive densities in the City should be no less than eight duac. The exploratory scenario planning efforts showed the community would realize more benefits from supporting higher-density developments in Centers and Corridors. Increasing density in proximity to existing transit can support higher frequency services. Transit-supportive locations provide people who live, work, and visit the Region with a range of mobility options, services, and recreational opportunities, as well as access to key destinations such as employment centers and schools, within a short distance from their homes. Building to support transit use is an economical and efficient way to add travel capacity without significantly increasing roadway capacity, helping more people travel without increasing travel times. Although it is not a new concept, it could be a new consideration as the Region continues to grow. Successful transit-supportive land use has the following characteristics:

- **Public Realm:** Streets, sidewalks, and public gathering spaces make up the public realm. Transit-supportive public realms focus on walking. Short blocks are a sign of a well-connected street network. Wider sidewalks and engaging streetscapes make walking feel more comfortable. Bike lanes and crosswalks allow multiple transportation modes to share the roadway.
- **Physical Form:** Transit-supportive land use does not stop at the sidewalk. The ways that buildings are designed and that vehicles are parked have a significant impact on the way people interact with a neighborhood, corridor, or district. Transit-supportive design principles focus on improving the pedestrian realm. Key features include active ground-floor uses, accessible and inclusive spaces, parking lots that do not front the roadway, and direct pedestrian connectivity from the building to the bus stop.
- **People:** Activity is the biggest driver of transit ridership. Transit-supportive land use promotes a compact mix of people and jobs. Destinations should be diverse with a mix of uses to keep activity high throughout the day.

Urban Centers have a higher intensity of people, residences, jobs, and activities. Where feasible, streets and sidewalks are in a grid pattern of relatively small blocks. The area is walkable, and a variety of services and goods is available. Creating large, vehicle-oriented intersections is avoided by introducing more frequent and better connected arterial and collector roadways. Urban Centers are transit-supportive districts that encourage increasing transit frequency, ridership, and stops.

Category Guidelines

Urban Centers should:

Connectivity

- Be designed based on gridded streets, while considering constraints on connectivity such as topography, the railroad, and highways.
- Develop high pedestrian, bicycle, and transit connectivity via the street network and enhanced with dedicated facilities.
- Provide access and services through sidewalks and alleys which, in some locations, also provide attractive and interesting public spaces.



Village at Aspen Place (75 duac)

Housing Types

- Include Mixed-Use Buildings, Apartments, Live-Work Units, and Historic Buildings.

Mix and Location of Uses

- Encourage commercial uses and mixed-use developments with co-located residential and commercial uses.
- Prefer vertical mixed uses; buildings that are solely commercial should be a minimum of two stories.
- Locate midrise apartment buildings without a commercial first floor within walking distance of the central commercial area.
- Locate auto-oriented uses such as gas stations, car washes, and drive-through restaurants on major and minor arterials. Auto-oriented uses are not supported in any request to change existing zoning from Central Business to another zone.
- Allow for drive-up booths and drop-off areas for banks, hotels, food and beverage kiosks, and similar uses.
- Implement managed parking, such as a ParkFlag district.

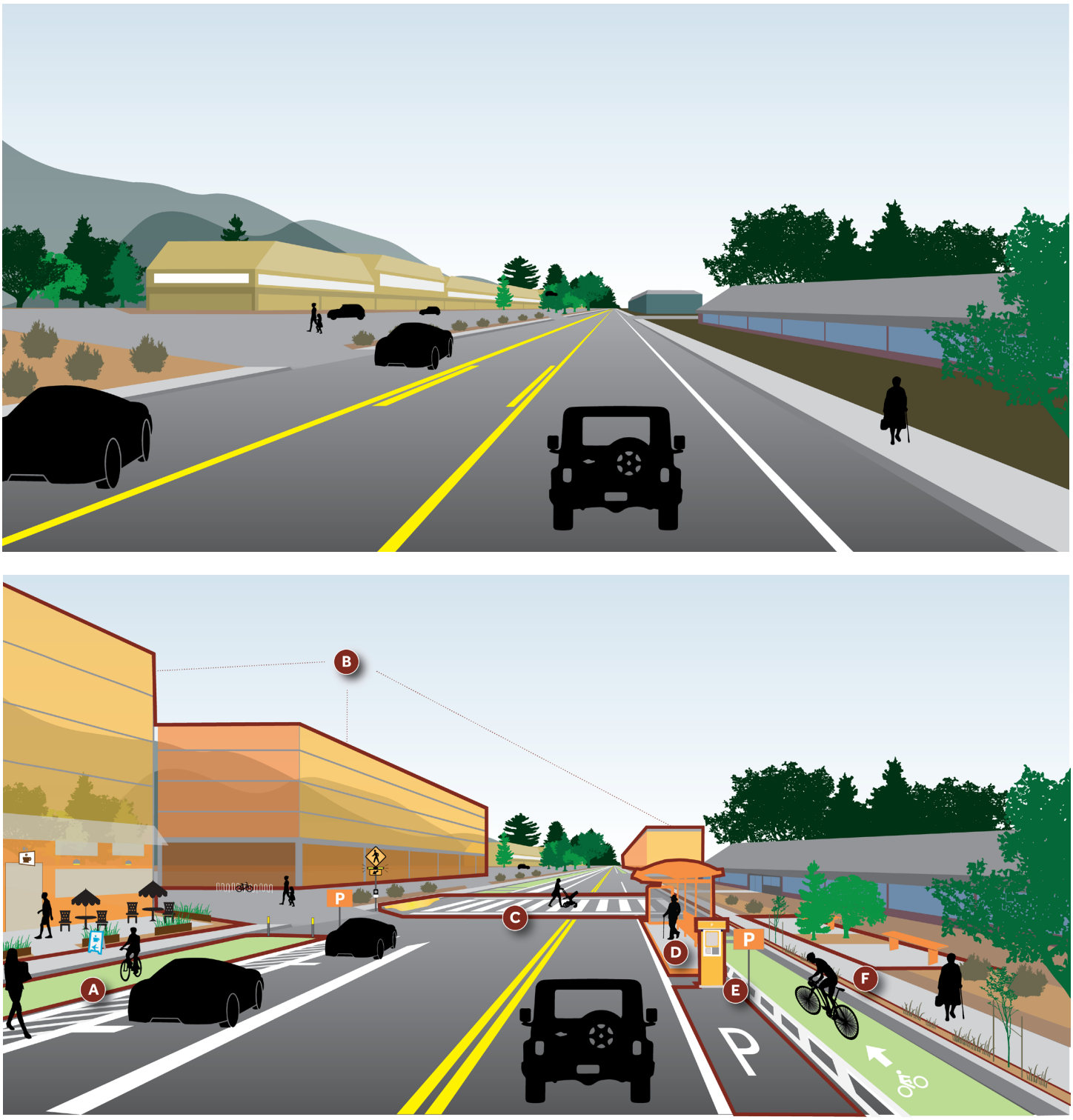
Design and Other Considerations

- Provide direct accessibility to ground-floor businesses and community services for pedestrians from a public space.
- Allow for residential and mixed-use buildings facing arterials to be set back for larger pedestrian zones and to reduce noise for residents.
- Encourage new multi-story, mixed-use buildings to have windows and doors facing sidewalks.
- Give preference to adaptive reuse of buildings and development of vacant and underutilized parcels over demolishing historic buildings and landmarks.

Parks

- Create central and activated public spaces.
- Provide connectivity to open spaces and parks within a quarter to one-third of a mile walking distance.

The concept below illustrates a shopping area (top image) that developed into an urban form, with taller, mixed-use buildings and improvements to bicycle, pedestrian, transit, and parking infrastructure (bottom image). The building forms are conceptual and do not reflect specific architectural styles, massing, or details.



A Improved bicycle infrastructure

B Mixed use buildings or midrise apartments

C Enhanced pedestrian crossings

D Transit options

E On street parking with pedestrian safety buffer

F Improved landscaping and street furniture

Figure 4-2: *Current and Desired Condition of an Urban Center*

Suburban Centers have a medium-to-high intensity of people, residences, jobs, and activities. The area is walkable, and a variety of services and goods are available. Arterial and collector streets and sidewalks are well connected and support all transportation modes. Separated paths for active transportation are commonly found midblock. Transit-supportive development is desired.

Category Guidelines

Suburban Centers should:

Connectivity

» Develop backage roads and retrofitted street connections using commercial local or collector systems to create access for businesses and mixed-use areas.
» Connect bike and pedestrian infrastructure across the block and not solely around the block edges.
» Encourage transit-supportive development.

Housing Types

» Include Mixed-Use Buildings, Apartments.

Mix and Location of Uses

» Support developments such as horizontal and vertical mixed-use, multi-story, large commercial, office, multifamily, and residential.
» Encourage residential uses co-located with commercial uses within mixed-use developments.
» Consider employment and compatible industrial land uses.

Design and Other Considerations

» Use shared parking, managed parking, and cross property access to create efficient parking and circulation that serves multiple properties whenever possible.

Parks

» Provide connectivity to open spaces and parks within a quarter to one-third of a mile walking distance.



The Standard (51 duac)



Fremont Station (38 duac)

The concept below illustrates a shopping area (top image) where a taller, mixed-use building has been added and space for parking was reallocated for two-story infill buildings and civic space (bottom image). Pedestrian, bicycle, transit, and parking improvements have also been added. The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

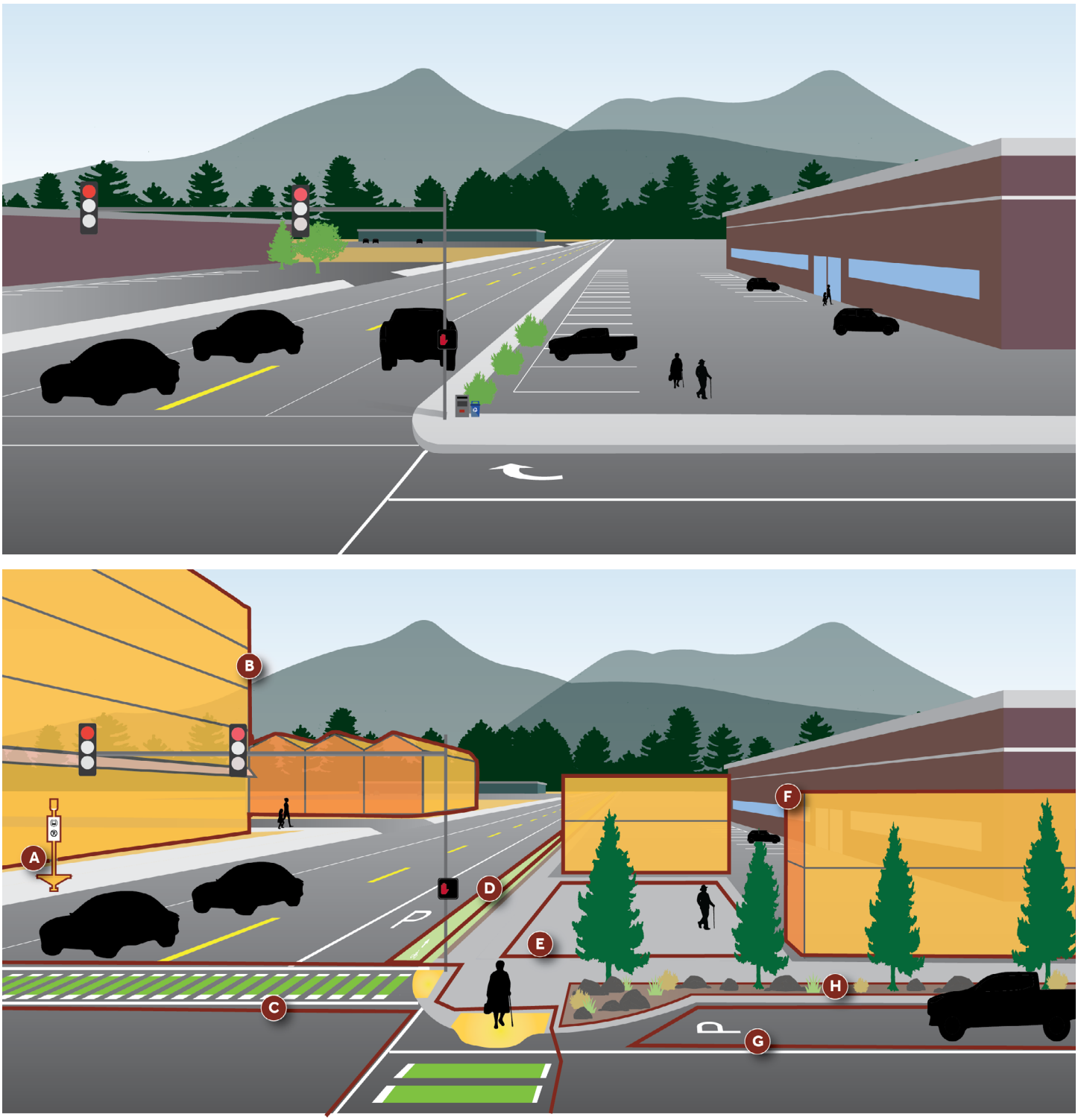


Figure 4-3: *Current and Desired Condition of a Suburban Center*

Rural Center (RC)

Rural Centers are designated locations in unincorporated areas and the edge of the City that are appropriate for locally serving retail and service businesses. Rural Centers serve as focal points for the community in which they are located. Their objective is to reduce the need to travel out of the area to meet day-to-day needs. Development in this category maintains a scale, height, intensity, and architectural character appropriate to the rural community and may include retail, civic and office uses, transit, agricultural uses, and schools.

Category Guidelines

Rural Centers should:

Connectivity

- Provide bicycle and pedestrian access to and from nearby commercial and residential areas.
- Provide park-and-ride services.

Housing Types

- May include single-family homes located behind businesses and services.
- Include mixed-use and multifamily housing where appropriate.

Mix and Location of Uses

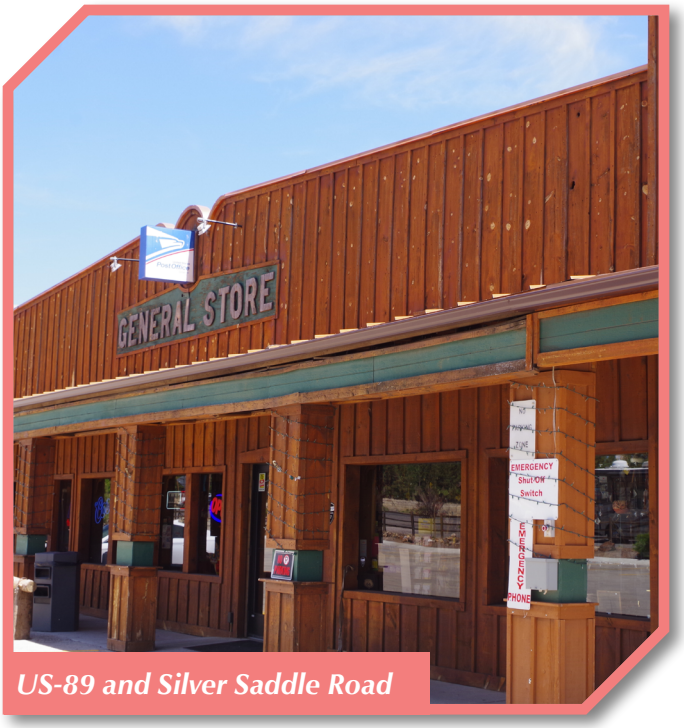
- Highly encourage services that support agriculture.

Design and Other Considerations

- Have easily accessible parking in shared lots and street parking.

Parks

- Provide social gathering places.
- Provide connectivity to open spaces and parks to the extent possible.
- Consider equestrian accessibility from rural neighborhoods.

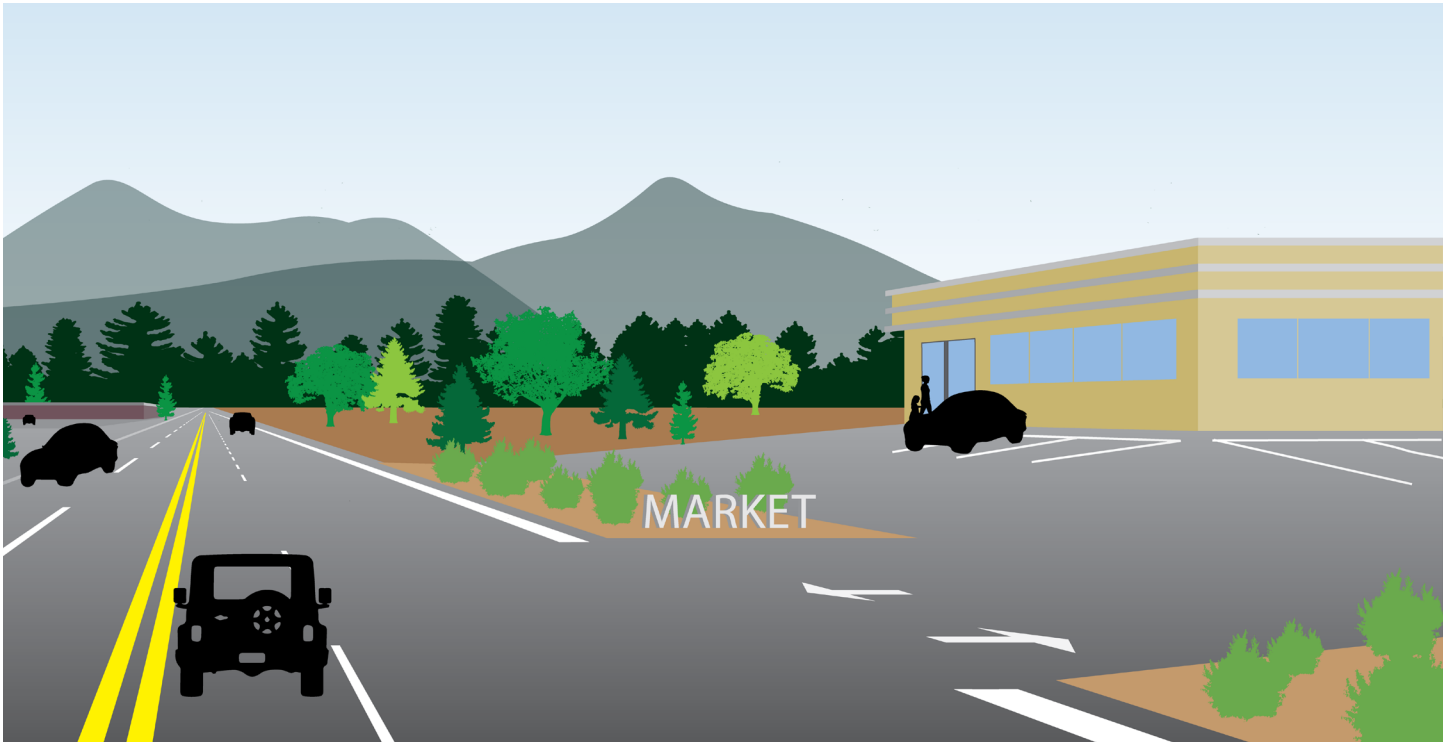


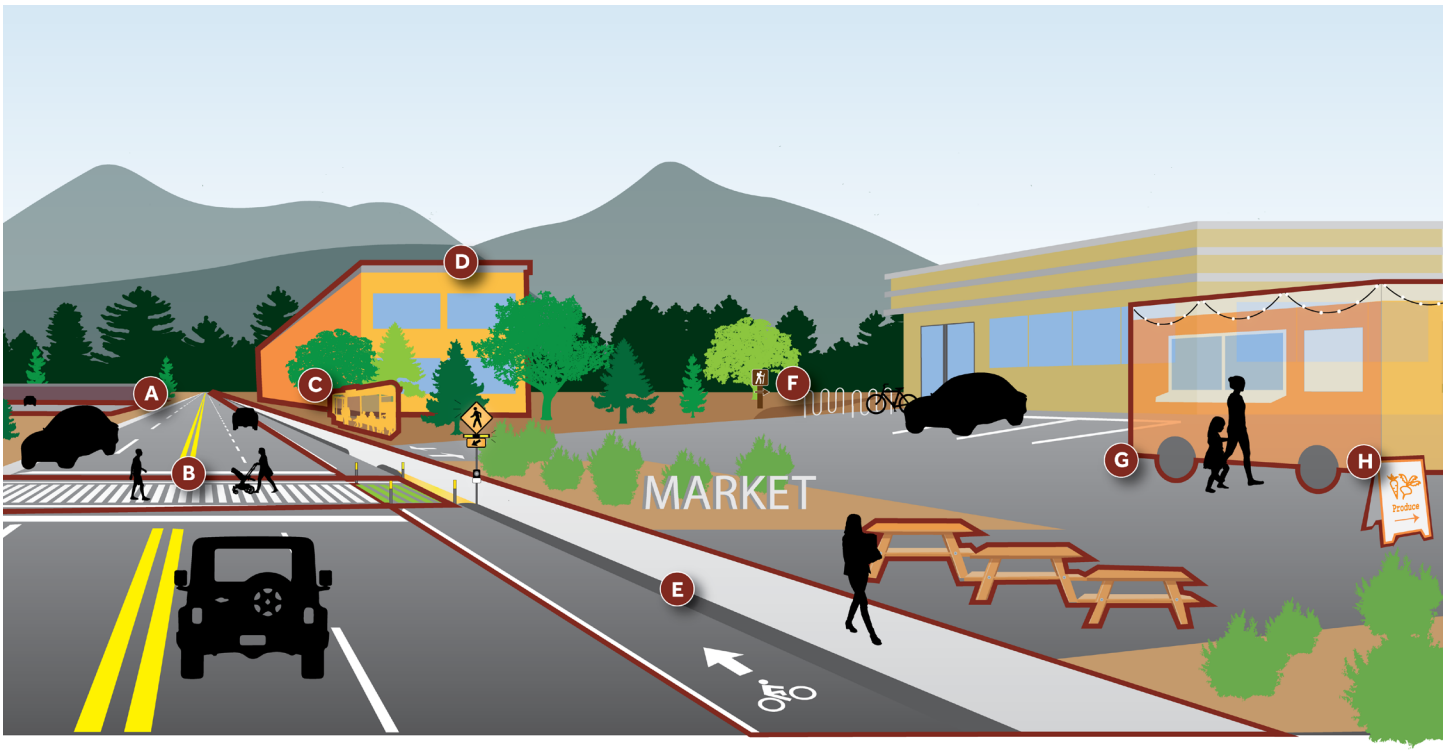
US-89 and Silver Saddle Road



7810 US-89

The concept below illustrates a rural shopping area (top image) that developed into a more active center with a mixed-use building including residential; a temporary produce stall and seating area; and pedestrian, bicycle, and transit infrastructure improvements (bottom image). The building forms are conceptual and do not reflect specific architectural styles, massing, or details.





A Park and ride opportunity

B Enhanced pedestrian crossing

C Public transit

D Incremental infill

E Sidewalk and bike lane improvements

F Trail connections

G Active temporary uses

H Support of agriculture

Figure 4-4: *Current and Desired Condition of a Rural Center*

BUILDING BLOCK: DISTRICTS

There are two types of Districts: Commercial and Employment. Districts have less mixed-use than Centers but allow for a variety of uses to support the District's purpose.

Commercial Districts

Urban and Suburban Corridors are linear areas of properties outside of or connecting Centers that have frontage on major roads, emphasize commercial development, and support high-density residential. Auto-oriented commercial uses are more typical in these areas and improvements to safe, convenient bicycle and pedestrian infrastructure and transit facilities are important. The land uses, characteristics, and densities of these areas support residential and commercial development at densities and intensities that are high enough to support transit.

Urban Corridor (UCO)

Urban Corridors are made up of parcels with direct access to arterials and collectors that serve large capacities of people and vehicles for commercial purposes in an urban context outside of Centers. Street parking, active transportation, and transit are encouraged, and pedestrian safety is a priority. Urban Corridors provide well-designed signage, landscaping, and public spaces, with shops, services, and multifamily housing in buildings that front the street. A variety of services and uses meet the daily needs of residents in nearby neighborhoods and the Region.

Category Guidelines

Urban Corridors should:

Connectivity

» Develop a system of high-quality, accessible pedestrian, bicycle, and transit facilities along Urban Corridors.

Mix and Location of Uses

» Support transit- and pedestrian-oriented commercial development.
» Encourage residential and office uses located above commercial uses.
» Give preference to vertical mixed-use with commercial buildings that are at least two stories tall.
» Minimize the impact of automotive-oriented uses, such as drive-throughs and car washes, on active transportation facilities.



Route 66 and N WC Riles Street

See Urban Center for Housing Types, Parks, and Design and Other Considerations.

Suburban Corridors are made up of parcels with direct access to arterials and collectors that serve large capacities of people and vehicles for commercial purposes outside of Centers. More intense land uses and pedestrian safety are a priority in this setting. A variety of services and uses meet the daily needs of residents in nearby neighborhoods and the Region.

Category Guidelines

Suburban Corridors should:

Connectivity

- Develop high-quality, accessible pedestrian, bicycle, and transit facilities on or parallel to streets.
- Provide off-street pedestrian and bicycle facilities at regular intervals to connect with nearby neighborhoods and other residential developments.
- Provide backage roads and cross-property connections where needed to manage access on the collector or arterial.

Mix and Location of Uses

- Encourage multifamily residential uses located above and behind commercial uses.
- Increase the variety of housing types along a corridor where only commercial is present.
- Allow for automotive-oriented uses and drive-throughs.



2080 S Milton Road

See Suburban Center for Housing Types, Parks, and Design and Other Considerations.


Mountain Trail (21 duac)

Employment Districts

Employment Districts are larger land areas dominated by a primary employment sector or industrial uses. Sectors may include industrial, commercial, education, technology, transportation, and other appropriate categories. The concentration or nature of the employment can require specialized transportation such as rail and interstate access. The nature of an Employment District may require mitigating impacts to nearby land uses. These areas are some of the Region's economic engines and should be protected against significant encroachment from non-employment uses. While these districts can include housing and commercial uses, they would not be the primary uses. When centrally located, these districts can be well served by public transportation infrastructure and achieve intensities high enough to support transit.

University and Research District (URD)

University and Research Districts are places for industry, tourism, research and development, and education that are master planned to support creativity and innovation. They have many features of Employment Districts but are usually anchored by an institutional, medical, or military use. They support research, testing, prototyping and experiential learning as well as more traditional university and business park uses. They may be planned as campuses that allow students, faculty, employees, researchers, and others to live and work in a walkable and cohesive district.

Category Guidelines

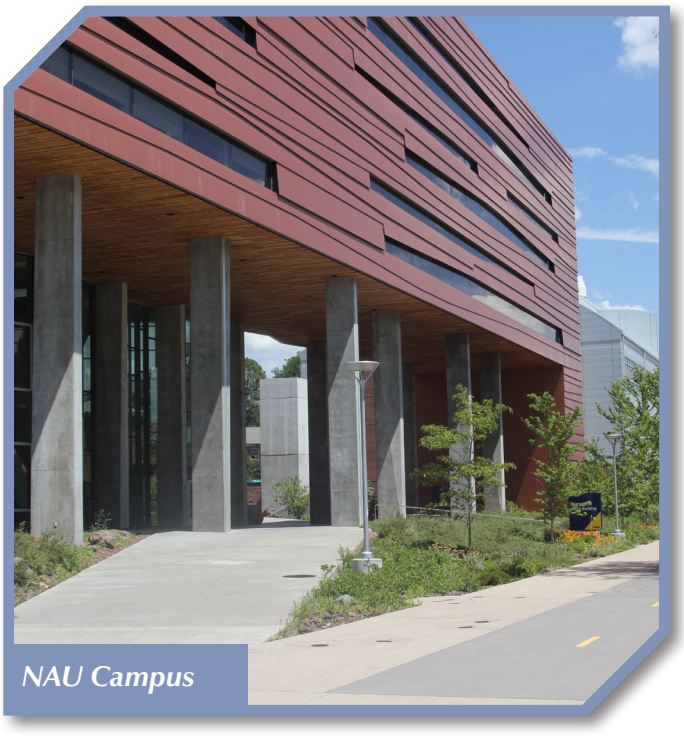
University and Research Districts should:

Connectivity

- Ensure that the road connectivity and pedestrian and bicycling infrastructure support a park-once environment.
- Ensure there is access to public transit.

Mix and Location of Uses

- Support a mix of uses and campus-like settings that support the anchor institution's mission and purpose, including housing.
- Allow for public and quasi-public settings.
- Encourage conformance with the JLUS for Camp Navajo and the NOFS.



NAU Campus

Employment District (EMP)

Employment Districts are for office parks, light and heavy industrial uses, and mixed-use business parks. Their purpose is to support jobs and economic vitality within the Region.

Category Guidelines

Employment Districts should:

Mix and Location of Uses

- » Encourage the continued intensification and expansion of uses in an Employment District, and protect existing industrial, warehousing, and distribution uses from encroachment of incompatible uses.
- » Locate new industrial areas near the airport, rail line, major highways or the interstate, and ensure they are designed to mitigate impacts to surrounding uses.
- » Promote non-residential development adjacent to existing or planned aggregate/mineral mining operations.



S Flagstaff Ranch and Dark Sky roads

Proposed commercial or residential uses should prove that they meet the following criteria:

1. The use is part of an overall planned development[1].
2. The commercial or residential use does not inhibit those uses identified for the specific light industrial, heavy industrial, or business park areas.
3. The use does not encroach on the ability to recruit new business or expand existing businesses, such as: (a) the site characteristics and those of the surrounding area mean that the commercial or residential use is removing the potential for a future office, research and development, business park, or industrial use; or (b) there is sufficient vacant land within the business park to allow for the expansion of the existing industries and complementary uses that can improve their performance.
4. Workforce housing tied to a specific employer in proximity to their workplace may be considered in all employment areas.



Gore Campus

Design and Other Considerations

- » Fencing should be limited where riparian areas and wildlife corridors are identified. Wildlife-friendly fencing is preferred in all areas with wildlife corridors.

Parks

- » May include parks that support healthy living and open space preservation that supports protection of significant natural resources and cultural resources.

BUILDING BLOCK: LANDSCAPES

Landscapes are made up of parks, open spaces, recreational lands, federally and state-managed lands, and private inholdings surrounded by National Forests. These areas may be sparsely populated with very low-density housing and have major utility corridors, isolated industrial uses (such as lumbermills and materials mining), agricultural operations, and recreational land uses. The priority for these areas is to provide access to natural landscapes and to conserve natural and cultural resources. They are also essential areas to support rural development and community resilience to many hazards (see Chapter 8, Parks, Recreation, and Open Space, for more information). Landscapes should be managed to maintain low fuel densities.

Parks and Open Spaces

This land-use category supports parks, open spaces, recreational and cultural facilities, and event spaces. See Chapter 8, Parks, Recreation, and Open Space for more information.

Category Guidelines

Parks

- » In greenfield sites and new developments, incentivize the creation of public parks and open space that fit the identified needs of the City and County master plans.
- » As greenfield sites are developed, ensure that new parks and open spaces have a balance of amenities, a flow with the natural and historical surroundings, are accessible to all, and provide complementary amenities to existing public parks in the Region.
- » Ensure that park and open space opportunities are identified in neighborhood and area plans and are included in capital planning and acquisition plans.
- » Ensure that regional parks and the nearby neighborhood parks have a balance of amenities that are appropriate to the park classification and context.
- » Design walking and bicycling improvements to achieve access of 10 minutes or less to City parks and designated open space for City residents (City only).
- » Design urban parks in neighborhoods of concentrated low-to-moderate-income households, and where the accessibility to parks and open spaces within a 10-minute walk has been diminished or is missing (City only).



Bushmaster Park

Design and Other Considerations

- » In urban parks, provide activated and safe public spaces of various sizes where there are gaps in accessibility to open space (City only).
- » Ensure that the landscaping, buildings, and activities within urban parks support safety and reflect the character of the surrounding neighborhood.
- » Design the parking, access points, and entrances and exits of regional parks to support safe and well organized, higher-impact recreational activities such as fairs, expos, rodeos, concerts, performances, farmer's markets, and tournaments.

Federal Lands are managed by a federal land management agency or as a Department of Defense installation. Federal properties may also be assigned other land uses.

Working Landscapes are state, city, or private inholdings in large areas of Federal Lands that may contain a residence but may also be managed for natural and cultural resources including sacred sites, forest restoration, research, workforce development and training, managed recreation, ecotourism and facilities, ranching, mining, or other agricultural or industrial uses.

Category Guidelines

Connectivity

- » Development that requires road access should not exceed what is permitted by federal agencies that provide road use permits or easements.
- » Seek opportunities for linking urban trails to public lands.

Housing Types

- » Development of housing subdivisions should be discouraged on these lands because of lack of infrastructure and access. Employee housing may be appropriate. Residential uses may be developed under existing entitlements.

Mix and Location of Land Uses

- » Forestry, mineral extraction, recreation developments, and land uses compatible with surrounding federal land management plans may be considered appropriate uses so long as they do not require extension of water and sewer infrastructure.

Design and Other Considerations

- » When housing is proposed using existing entitlements, housing development should be designed using the principles of integrated conservation design to preserve natural and cultural resources.



View of cinder cones and the San Francisco Peaks from federal lands



A timber landing site

BUILDING BLOCK: NEIGHBORHOODS

Neighborhoods focus on providing the Region's housing and a social community with amenities for residents. Neighborhoods can be defined by architecture, history, and social and familial connections. The scenario planning effort demonstrated that the Region will need incremental increases in density throughout existing neighborhoods, and steady development with increased density in new growth or greenfield areas to address its housing affordability challenge and the impacts of climate change.

Neighborhoods that provide a variety of housing types and have a walkable pattern of development are key to overcoming these challenges. To support active transportation and transit goals, the Region must allow a broad range of denser compact housing types and improve bicycle and pedestrian infrastructure in and between neighborhoods (see Policy Maps 4-5 and 4-6).

Neighborhood Commercial

Neighborhood Commercial is a subcategory of the uses promoted in Urban and Suburban Neighborhoods. Neighborhood Commercial areas provide public and commercial gathering places and access to a variety of services or goods within walking or biking distance of residents' homes. They could be anchored by an existing business or neighborhood institution in an otherwise residential area, a park or civic space, or even a single vacant lot with temporary uses. Neighborhood Commercial uses can grow incrementally around an existing commercial business, new areas based on a gap in walkable services in an existing neighborhood, or can be included in the development of greenfield neighborhoods. This incremental approach to commercial development supports community vitality. Some Neighborhood Commercial may remain small, temporary, and seasonal.



O'Leary Street and Ashurst Avenue

Neighborhood Commercial areas are not mapped on the Future Growth Illustration. Their location may be identified as part of new development proposals, in neighborhood plans, or in a city-wide effort. Neighborhood Commercial allows any parcel in a Suburban or Urban Neighborhood to be rezoned to zoning categories that allow low-to-moderate intensity commercial uses of 45 feet or less in height without a plan amendment.

Subcategory Guidelines

Mix and Location of Land Uses

- Potential uses include permanent locations for temporary uses, home-based businesses, food-related retail, stand-alone commercial, and mixed-use buildings.
- Neighborhood Commercial locations in existing neighborhoods may be identified in neighborhood plans or area plans.
- Building and zoning codes may be revised to allow by-right, conditional use permits, and lower-cost development for a broad range of temporary and commercial uses in preferred locations.
- Provide a regulatory framework to support micro-entrepreneurship in Neighborhood Commercial areas.
- Neighborhood Commercial locations should be on streets that can support on-street parking or commercial traffic and are safely accessible by pedestrians and bicyclists.

The Neighborhood Commercial concept below illustrates a neighborhood street with an existing store (top image), where additional commercial uses have been added, including a temporary food truck pop-up in a parking lot and a home-based business (bottom image). Pedestrian and bicycle improvements have also been made. The building forms are conceptual and do not reflect specific architectural styles, massing, or details.

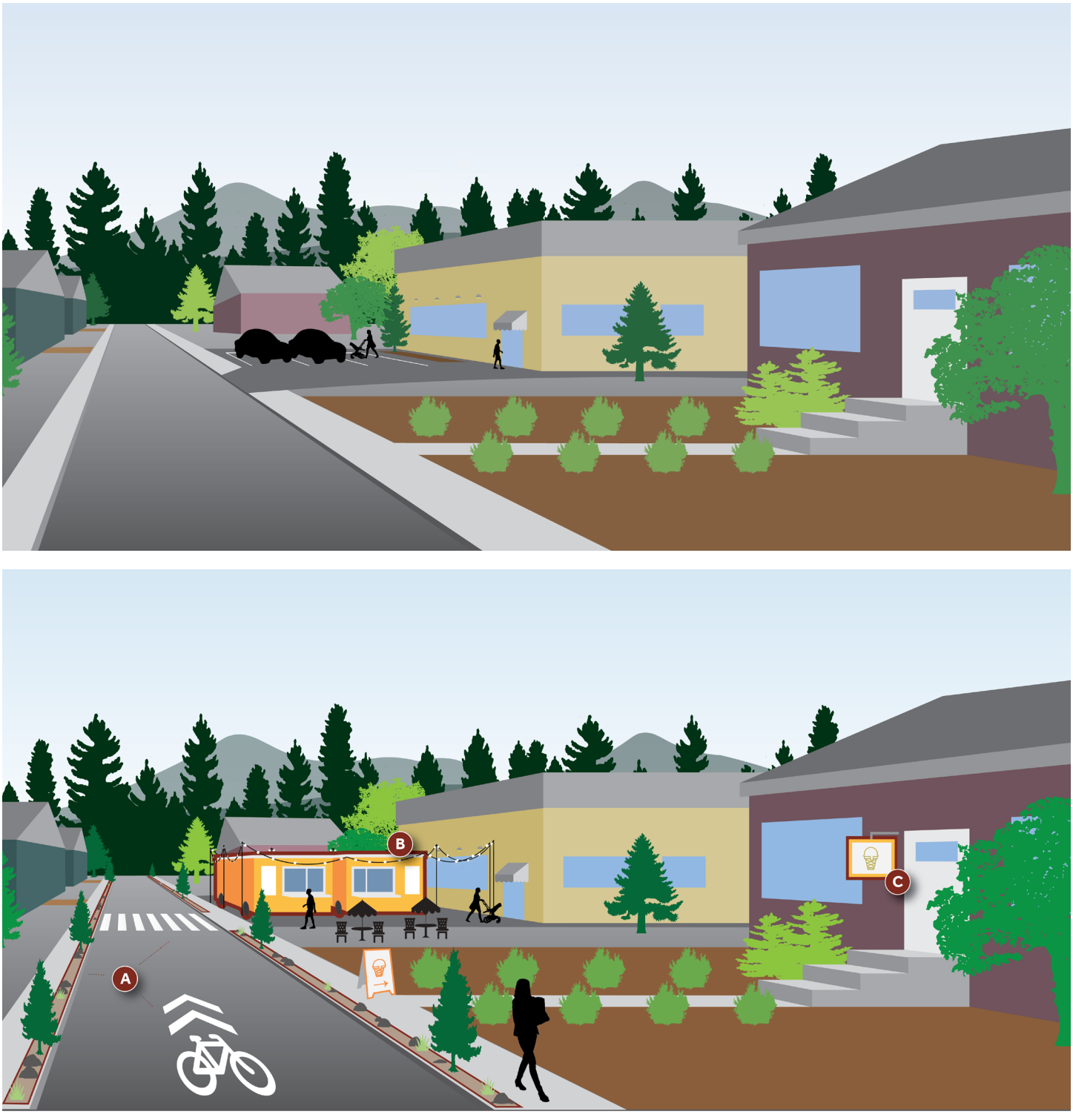


Figure 4-5: *Current and Desired Condition of Neighborhood Commercial*

Urban Neighborhoods support a variety of apartments and missing middle housing types, such as townhomes, live-work units, quadplexes and triplexes, duplexes, and single-family housing on small lots with ADUs. Mixed and commercial uses supporting shops, services, offices, and institutions are also common in Neighborhood Commercial areas.

Category Guidelines

Urban Neighborhoods should:

Connectivity

- Include direct local street connections between Urban Neighborhoods and adjacent centers—supplemented by off-street pedestrian and bicycle connections to improve accessibility to nearby destinations and transit—in the design of new developments.
- When establishing connectivity in new urban neighborhoods, consider constraints such as topography, the railroad, and highways when building gridded streets.

Housing Types

- Support a variety of housing types, intermixed throughout the neighborhood as the predominant housing pattern.
- Design missing middle housing to respect the design traditions of historic neighborhoods.

Mix and Location of Uses

- Encourage the creation of more housing units, especially where access to transit is readily available.
- Industrial uses are limited in Urban Neighborhoods but may be allowed where there is a historic context for them, such as the Southside and Sunnyside neighborhoods.
- Neighborhood Commercial areas are common in Urban Neighborhoods and are an amenity for nearby residents.

Design and Other Considerations

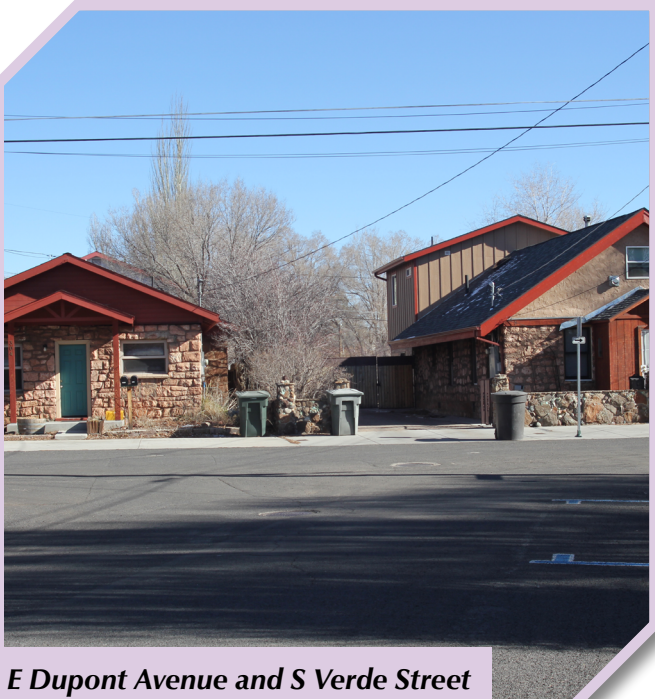
- Encourage adaptive reuse to increase the number of units within larger historic structures.

Parks

- See Parks and Open Space.



19 W Dale (39 duac)



E Dupont Avenue and S Verde Street

Suburban Neighborhood (SN)

Suburban Neighborhood areas are residential neighborhoods that support a variety of single-family, missing middle, and multifamily housing types, such as single-family homes, duplexes, triplexes, quadplexes, townhomes, and apartments. The street pattern and block sizes may be variable. Higher densities in this range may be located close to major roads, commercial areas, and where there is existing or planned transit. Lower densities may be located in areas with significant natural and cultural resources to be preserved.

Category Guidelines

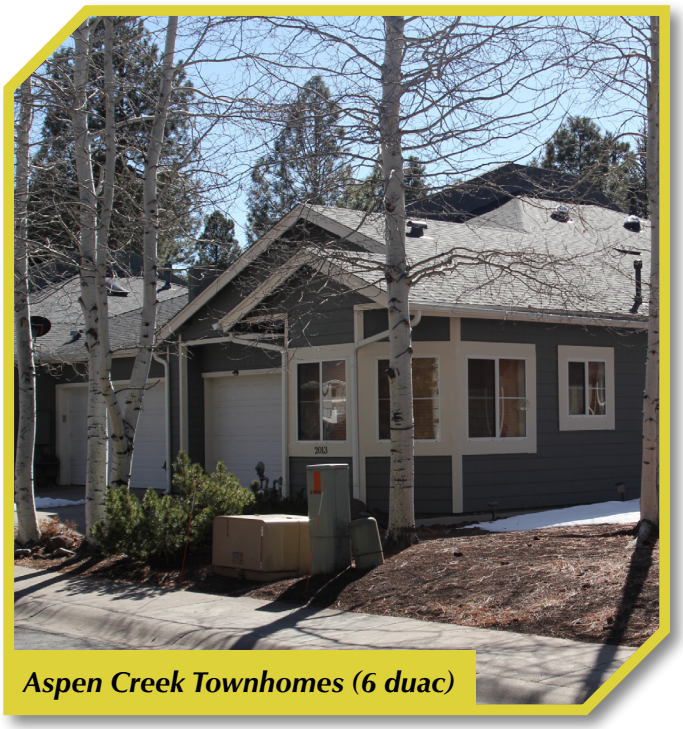
Suburban Neighborhoods should:

Connectivity

» Have streets that are well organized and provide additional mid-block pedestrian and bicycle access to Centers, Corridors, Neighborhood Commercial, transit stops, parks and open space.

Housing Types

» Support a wide variety of single-family and missing middle housing types that may be located in larger groupings and blocks compared to Urban Neighborhoods.
» Medium High Density apartments should be located in proximity to existing or future transit and have adequate access to an arterial or collector road.
» High Density apartments should be on an arterial or collector and have existing transit access.
» Outside the UGB, single-family homes with intermixed missing middle housing is the predominant housing pattern.



Aspen Creek Townhomes (6 duac)

Mix and Location of Uses

» Promote cluster development to preserve natural and cultural resources with tools such as conservation easements and cluster subdivisions, planned residential or unit development, and transfer of development rights.
» Home-based businesses, schools, and recreational facilities are appropriate.
» Neighborhood Commercial areas are common in Suburban Neighborhood and are an amenity for nearby residents.



Villas on Lake Mary Road (14 duac)

Design and Other Considerations

» Allow for housing units to be divided to provide more housing and to have additions that support more units.
» A portion of Suburban Neighborhoods should support proposed or future densities to support transit (including allowable ADUs) near existing and planned stops.

Parks

» See Parks and Open Space.

Rural Neighborhoods have a low density of people, residences, jobs, and activities; paved and unpaved two-lane roads with natural edges; and minimally available services and goods for residents. Connectivity to designated paths and trails exists when possible. Rural public transit and opportunities to transfer to carpool and transit commuting may exist. Open space and agricultural uses are abundant.

Category Guidelines

Rural Neighborhoods should:

Connectivity

» Provide trail access at trailheads, within a short drive from residences, or at an edge of the neighborhood.

Housing Types

» Single-family homes with ADUs and agricultural buildings.

Mix and Location of Uses

» Permit agricultural uses and home-based businesses with low traffic needs as part of the neighborhood's character.

Design and Other Considerations

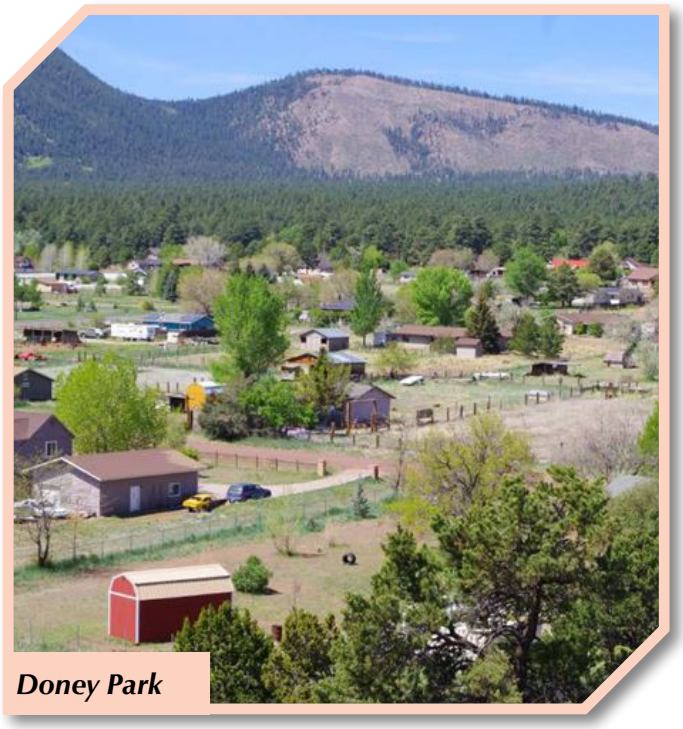
» Locate houses with large lots appropriately to reduce their risk of fire and flood damage and allow for future emergency, trail, and road access.

» Promote cluster development to preserve natural and cultural resources, and to build infrastructure efficiently, using tools such as conservation easements and cluster subdivisions, planned residential or unit development, and transfer of development rights.

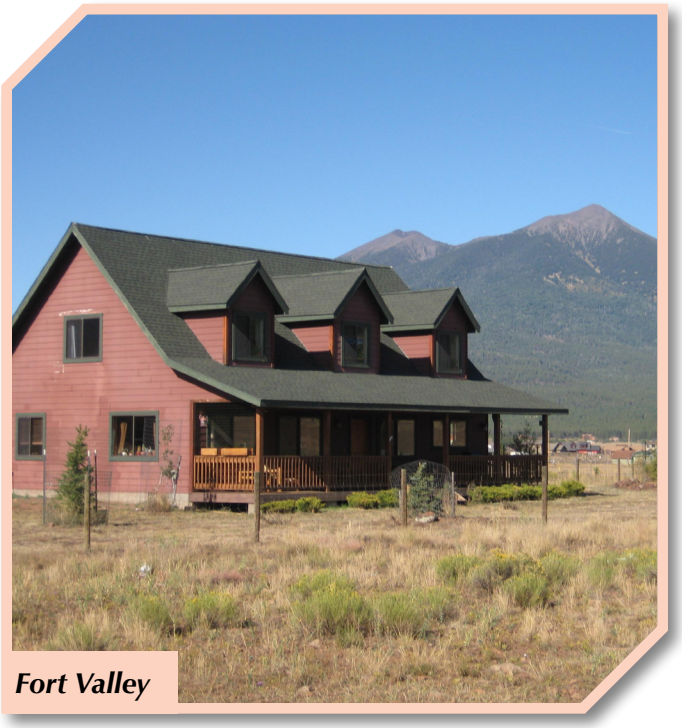
» Limit fencing where riparian areas and wildlife corridors are identified. Wildlife-friendly fencing is preferred in all areas with wildlife corridors.

Parks

» See Parks and Open Space.



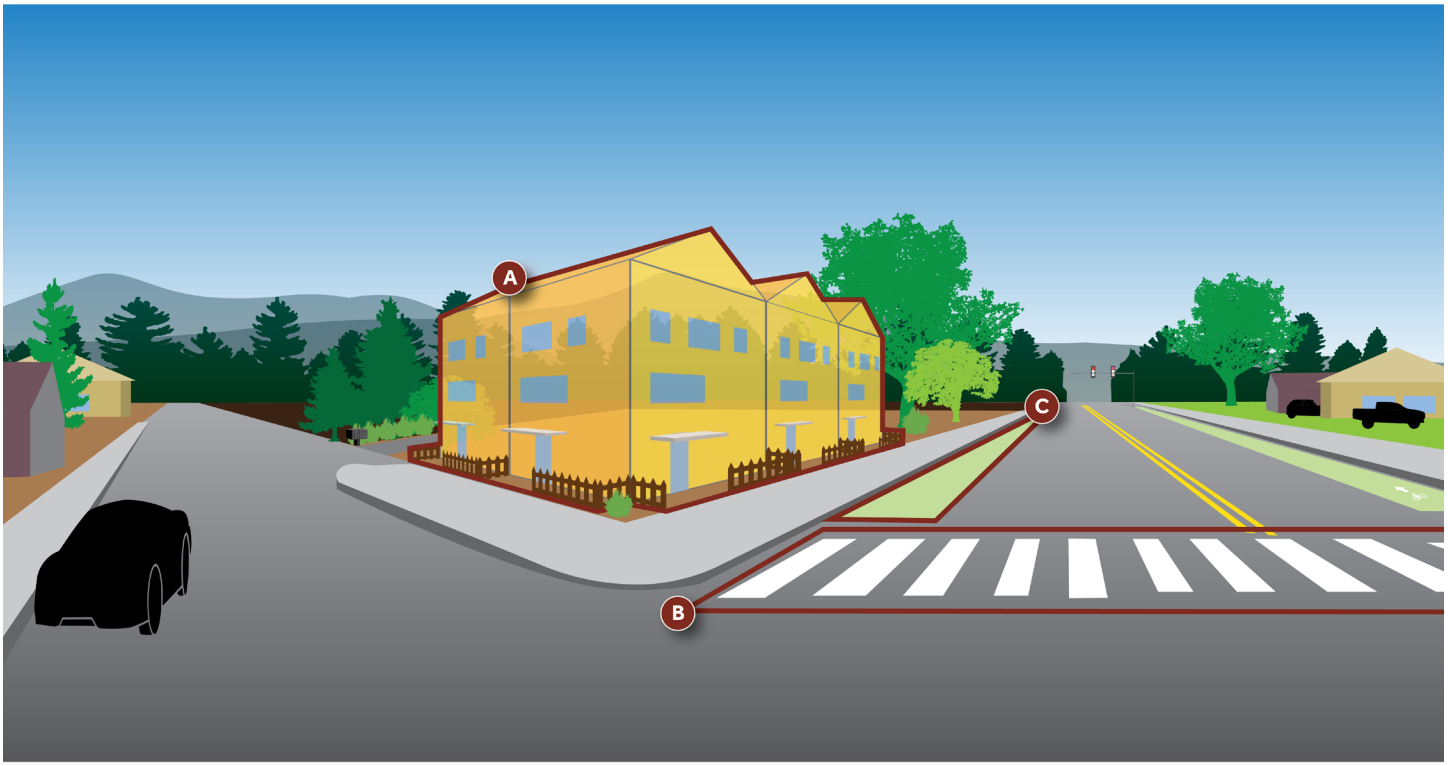
Doney Park



Fort Valley

The concept below illustrates a small, eight-plex apartment building being constructed on a vacant lot (top image) and improvements to bicycle and pedestrian infrastructure (bottom image). This is one example of incremental development that could occur in the future in neighborhoods throughout the Region. The building forms are conceptual and do not reflect specific architectural styles, massing, or details.





A Multifamily housing options

B Crosswalks and sidewalks

C Bike lanes

Figure 4-6: *Current and Desired Condition of a Neighborhood Infill Site*

TRANSPORTATION FRAMEWORK

The Transportation Framework for the Flagstaff Regional Plan is composed of three building blocks: the Street Network, the Active Transportation Plans, and the Great Streets and Gateways. These building blocks are integrated geographically and lay the foundation for the long-term network connectivity needs of all modes. The key to implementing the Transportation Framwork is to design and build transportation infrastructure that is appropriate for the roadway classification, multimodal functionality, and land use context where it is located.

Building Block: Street Network

The Street Network (Policy Maps 4-3 and 4-4) identifies roads classified as existing and planned interstates, arterials, and collectors. Local commercial and local roads are not represented on these maps. The maps also identify two areas for future connectivity studies. These areas have connectivity needs requiring more information on land ownership, topography, geology and future land use planning to plan properly for an arterial and collector network that can support future growth.

The City, in partnership with the County and MetroPlan, anticipates providing further detail on the design and construction of the Street Network during the life of the Regional Plan through the creation of a Transportation Master Plan.

Building Block: Active Transportation Plans

Two active transportation plans are considered in the Regional Plan: the City's *Active Transportation Master Plan* (ATMP) and the Flagstaff Regional Trails Strategy. They establish plans for continuous pedestrian and bicycle facilities from downtown Flagstaff to neighborhoods to surrounding forest lands and wilderness. This system is essential to public health and the quality of life for all in the Region.

Four maps brought forward from these active transportation plans: the Urban Trails Plan (Policy Map 4-5), the Regional Trails Plan (Policy Map 4-6), Bikeways Plan[8] (Policy Map 4-7), and Enhanced and Grade Separated Crossings Plan (Policy Map 4-8). These four maps compose a layered network that is integrated with and in parallel to the Street Network and trails planned for other land owners and agencies. Depictions of planned trails do not indicate a final trail location and may be refined through the update of a supporting City or County plan or in cooperation with a property owner.

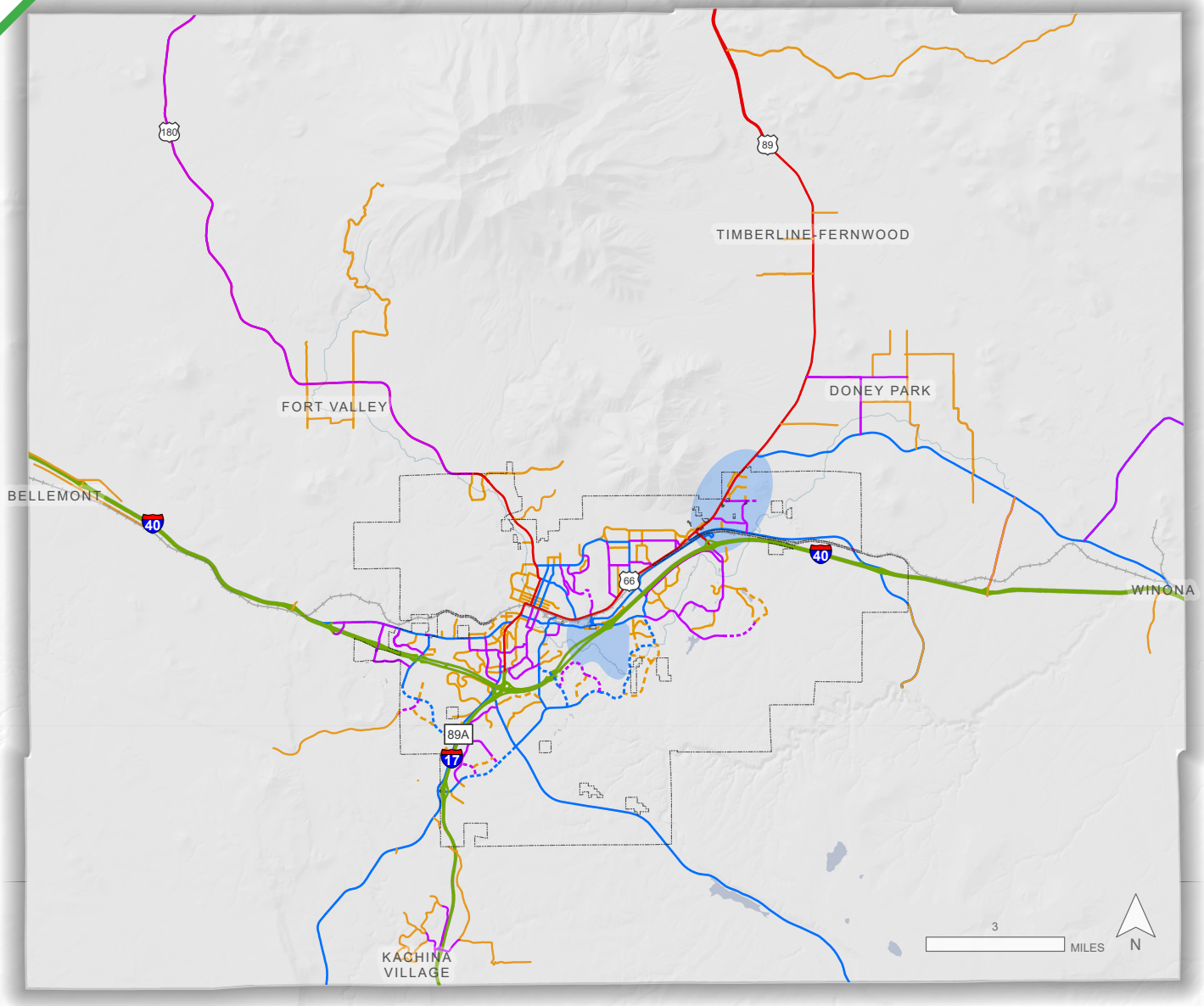
Building Block: Great Streets and Gateways

Streets are more than just linear physical spaces for automobiles to get from here to there. Outstanding street design balances the need to move traffic with other community goals and modes of travel—where a mix of automobiles, bicycles, pedestrians, homes, and businesses is the pulse of civic activity and the street itself is a public space to use and enjoy.

Since 2014, the City has designated **Great Streets** (Policy Map 4-8) that serve as the framework for building successful places. Great Streets have enhanced pedestrian and bicycle infrastructure that may be unique in its design; cohesive design themes; and other attributes that create a linear sense of place. Though the corridors illustrated on Policy Map 4-8 may currently lack all the attributes of a Great Street, they have been identified as having potential for reinvestment, retrofit, and revitalization to make them more appealing to pedestrians and cyclists, and enhance transit potential.

Flagstaff is designated a Gateway Community by Coconino County. In support of this designation, the Regional Plan identifies **Gateways** (Policy Map 4-9), which are areas at the entrance to the Region where signage, art, and enhanced street design could be included to create a sense of arrival and visual appeal.

See Chapter 6, Transportation, for further discussion of these maps and the systems they envision for the community.



Street Network - Region

Street Functional Class - Existing

- Interstate
- Interstate Ramp
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Street Functional Class - Planned

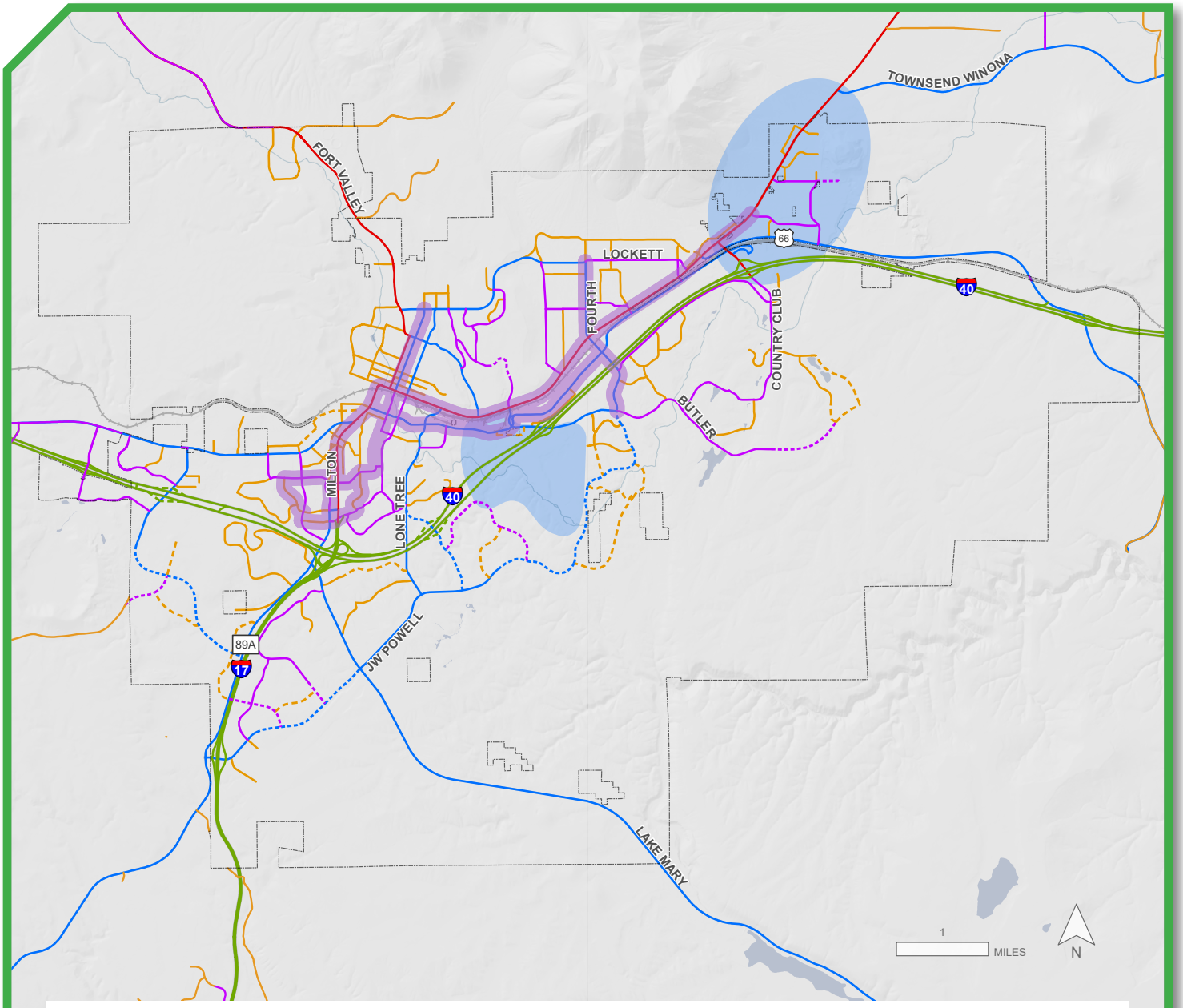
- Interstate Ramp
- Minor Arterial
- Major Collector
- Minor Collector
- Areas subject to future connectivity study



Disclaimer: Designation of planned roads does not constitute a final location or legal access unless there is a legal road easement. Future roads are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Policy Map 4-3: Street Network – Regional Scale



Street Network - City

Street Functional Class - Existing

- Interstate
- Interstate Ramp
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Street Functional Class - Planned

- Interstate Ramp
- Minor Arterial
- Major Collector
- Minor Collector
- Areas subject to future connectivity study
- Mountain Line Permanent Transit Network

Coconino County



Disclaimer: Designation of planned roads does not constitute a final location or legal access unless there is a legal road easement. Future roads are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.

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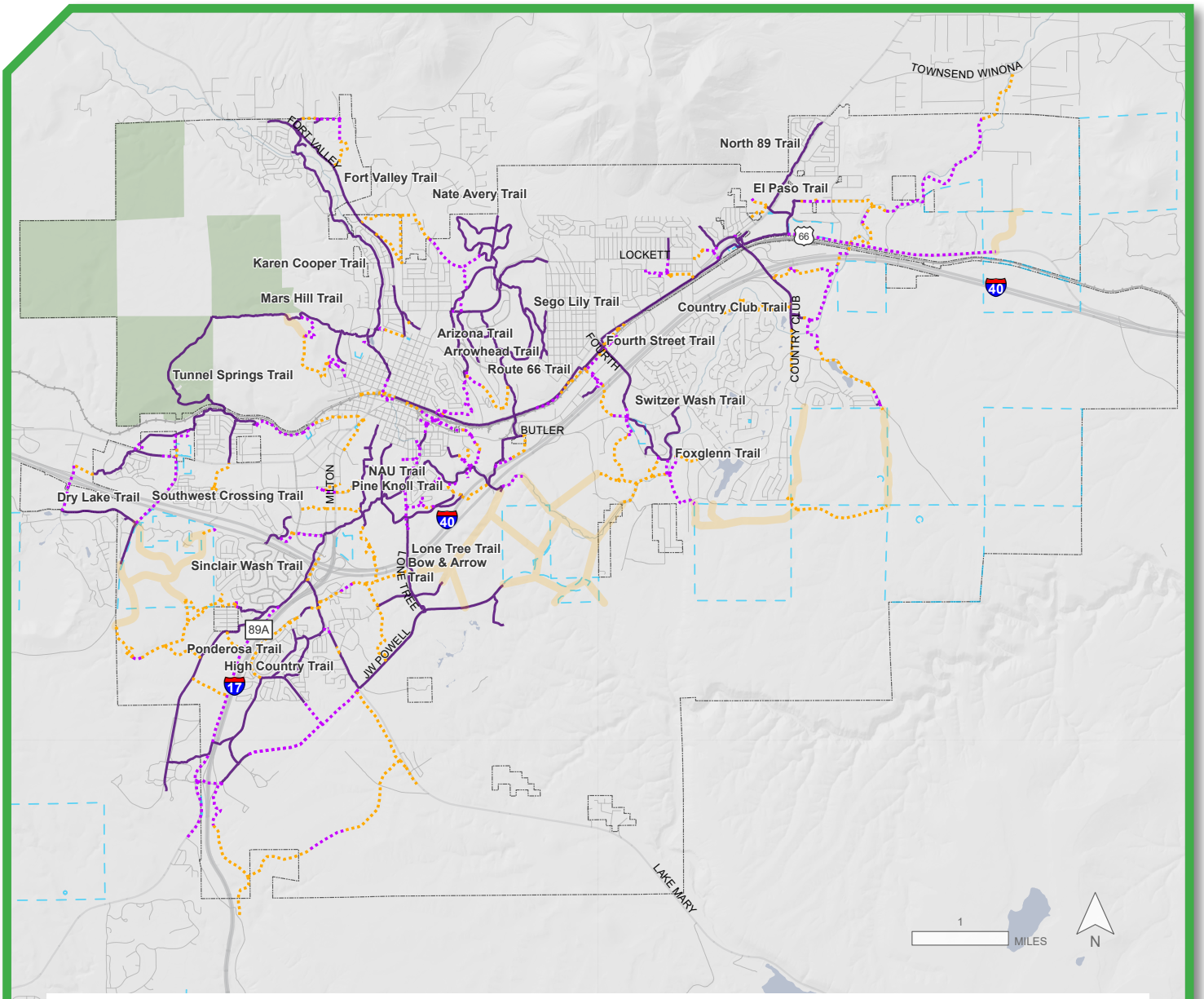
Policy Map 4-4: Street Network – City Scale



Urban Trails Plan

- Existing Flagstaff Urban Trail System
- Planned trails with existing property rights
- Planned trails on private land with no property rights
- Planned trails on private land over 400 acres with no property rights
- Arizona State Land Department (ASLD)
- Observatory Mesa Trail Plan

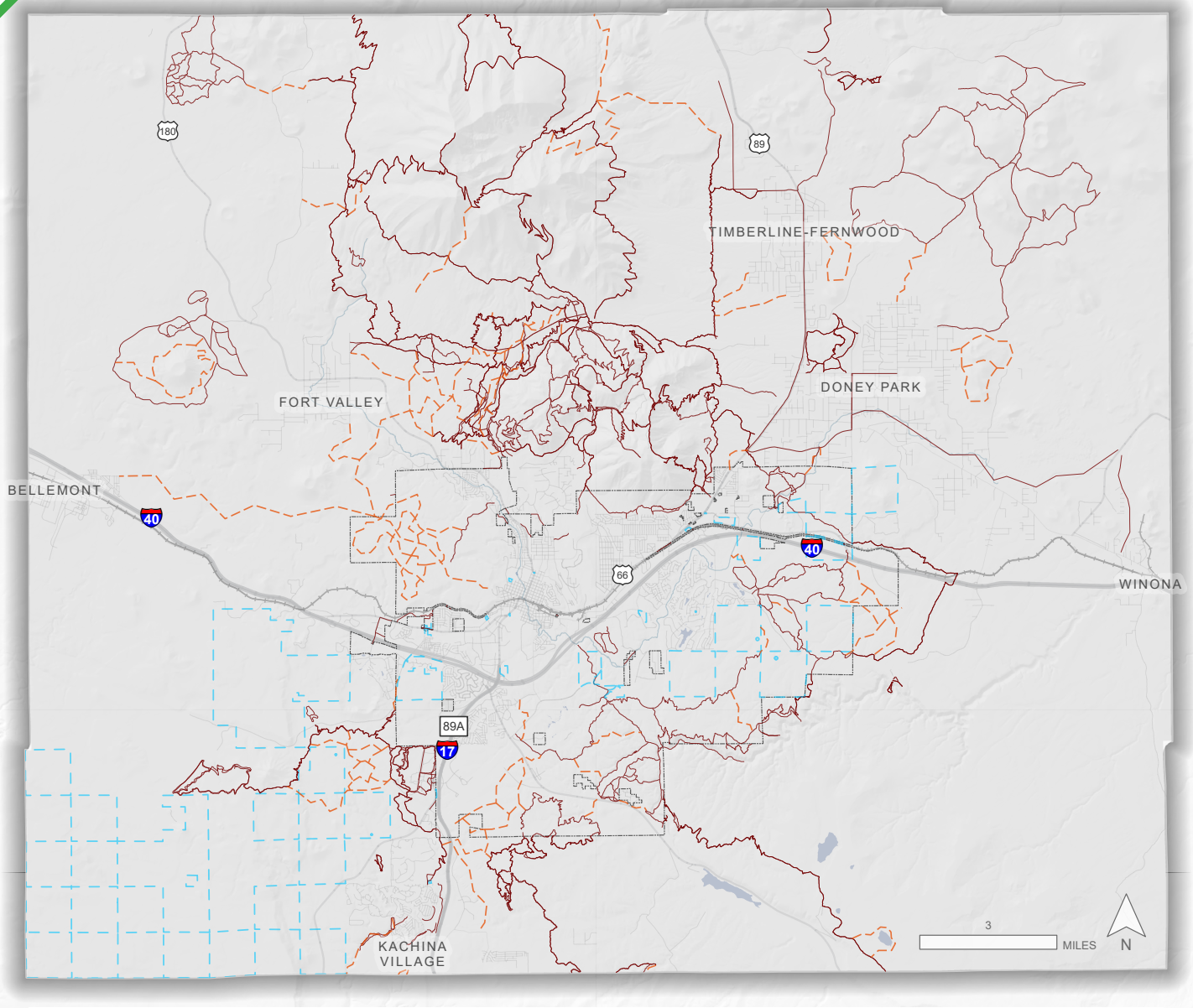


Depiction of planned trails on State Trust Land do not constitute final location of or legal access to trails unless a legal trail easement is obtained from ASLD. In the absence of a legal trail easement, any recreational use of State Trust Land requires that individuals and/or groups obtain a Recreation Permit. Permits can be acquired through ASLD's online portal at https://asld.secure.force.com/recreationalpermit/. Please note that certain State Trust Lands may be closed to some or all recreational activities, such as camping or campfires.

Disclaimer: Designation of planned trails does not constitute a final location or legal access unless there is a legal trail easement. Future trails are conceptual in nature and may be redesigned as development is proposed to provide a similar connection with alternative alignment.

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Policy Map 4-5: Urban Trails Plan



Regional Trails Plan

- Planned Regional Trails
- Existing Regional Trails
- Arizona State Land Department (ASLD)



Depiction of planned trails on State Trust Land do not constitute final location of or legal access to trails unless a legal trail easement is obtained from ASLD. In the absence of a legal trail easement, any recreational use of State Trust Land requires that individuals and/or groups obtain a Recreation Permit. Permits can be acquired through ASLD's online portal at https://asld.secure.force.com/recreationalpermit/. Please note that certain State Trust Lands may be closed to some or all recreational activities, such as camping or campfires.

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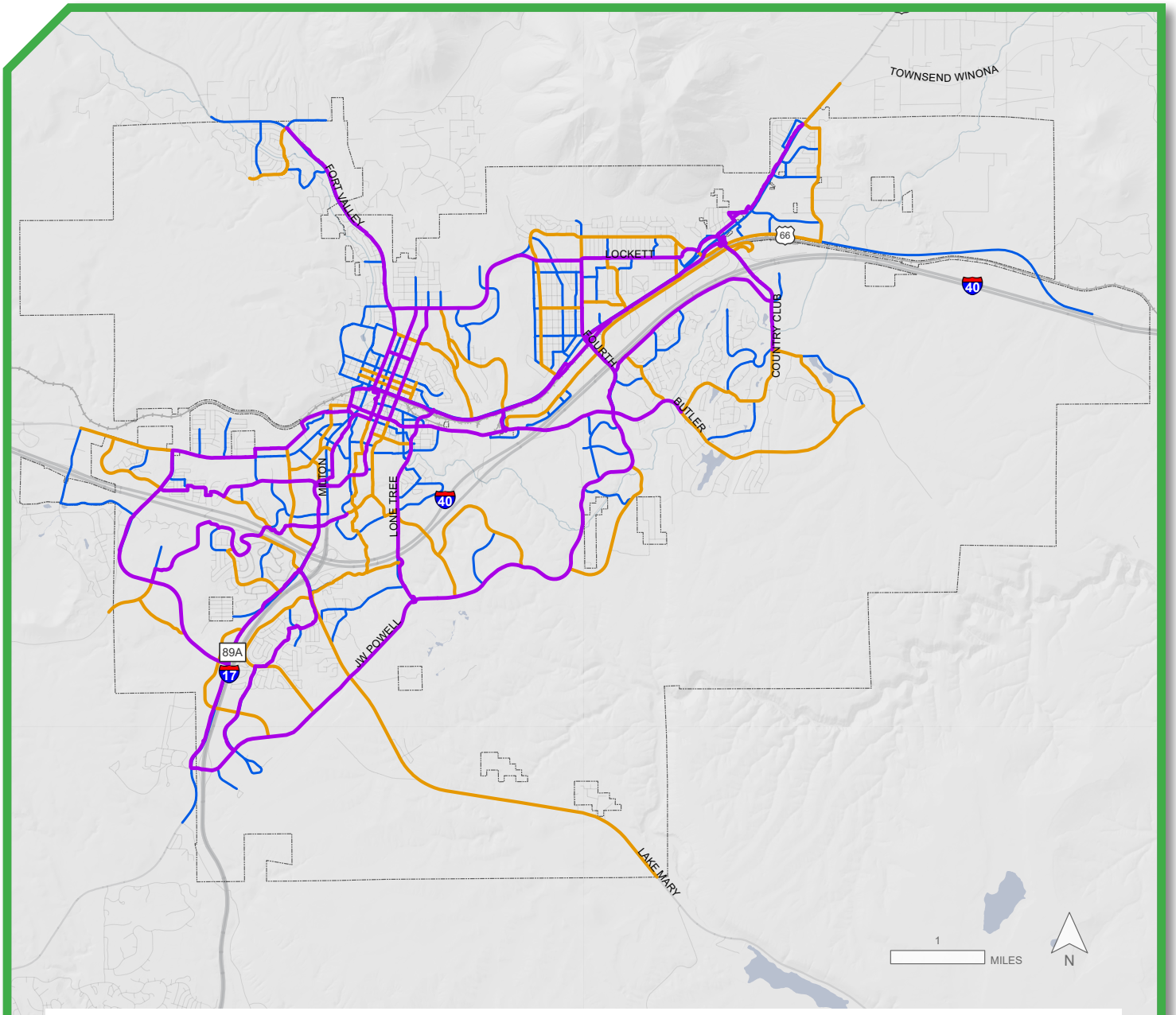
Policy Map 4-6: Regional Trails Plan



Bikeways Plan

- 1 Primary
- 2 Secondary
- 3 Tertiary



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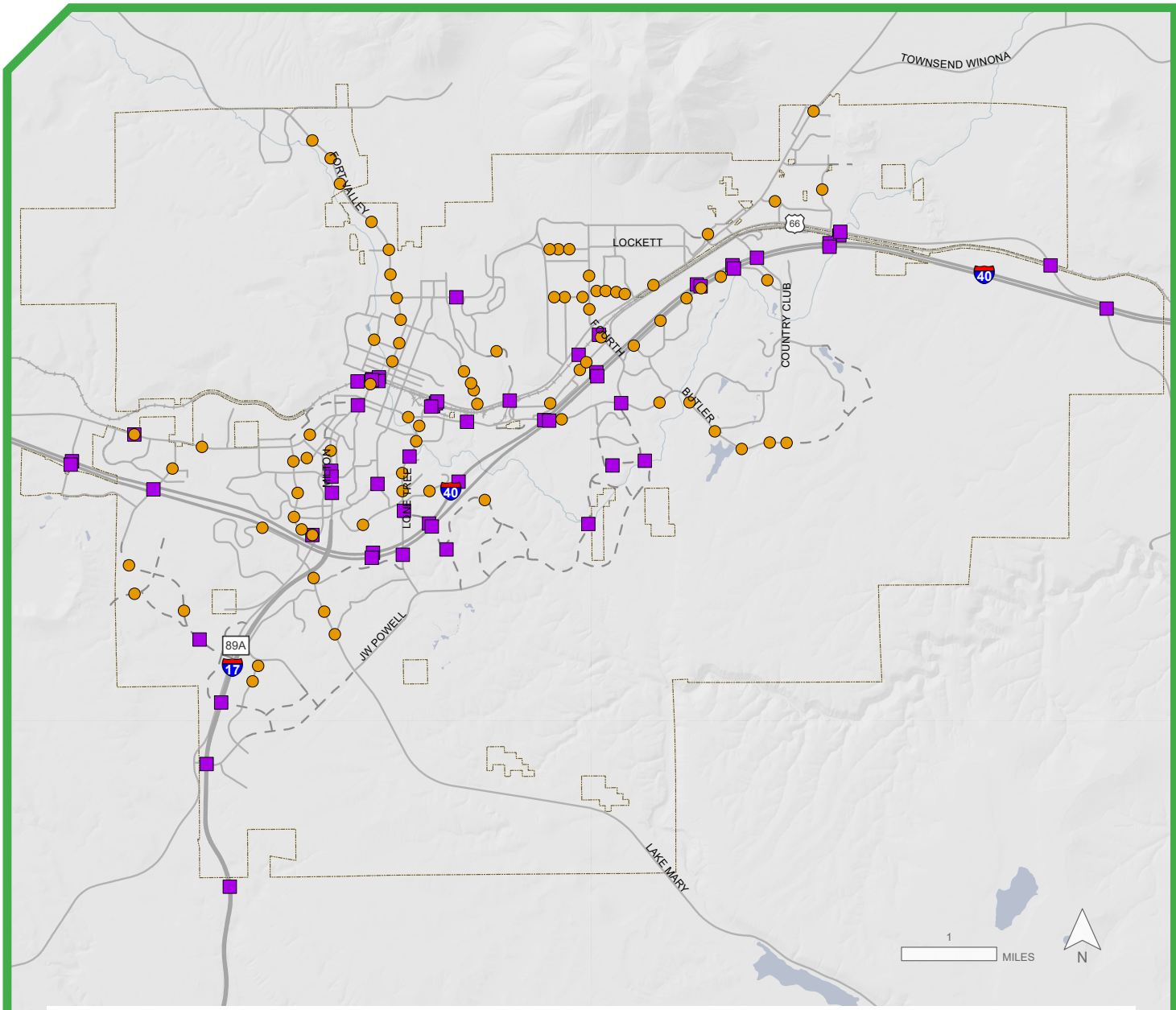
Policy Map 4-7: Bikeways Plan



Enhanced and Grade-Separated Crossings

- Enhanced Crossings | Planned
- Grade-Separated Crossings | Planned
- Street Functional Class - Existing
- Street Functional Class - Planned
- CoF Boundary



Enhanced crossings include any features that help to slow traffic, reduce the crossing distances, break crossings into smaller parts, increase visibility, or generally make the crossing safer and more comfortable. Grade-separated crossings refer to structures that carry pedestrians and bicyclists over or under interstates, railroad tracks, and major streets. Structures can include bridges and tunnels for the exclusive use of pedestrians and bicyclists.

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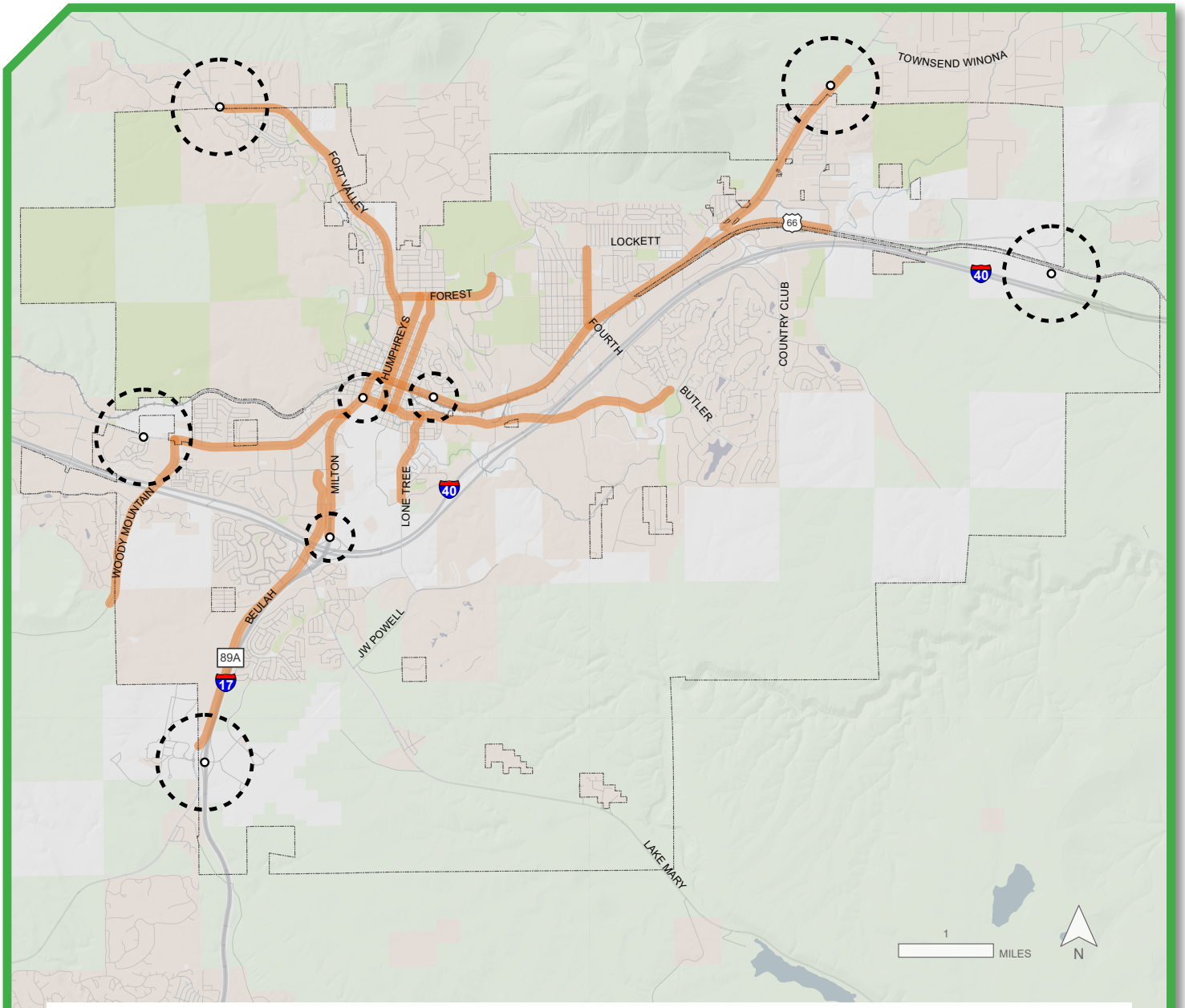
Policy Map 4-8 Enhanced and Grade-Separated Crossings



Great Streets and Gateways

- Gateways
- Great Streets
- Private Land
- Federal Lands
- Parks and Open Space



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Policy Map 4-9: Great Streets and Gateways

Chapter 4 Endnotes

1. A planned development may be achieved in a number of ways.

2. Comparable data is not available for the Region.

3. City of Flagstaff data.

4. City of Flagstaff, Housing and Community Sustainability Nexus, 2008; US Census Bureau, 2020 Decennial Census.

5. A.R.S. § 9-461.05.

6. These are called "Findings of Fact" in the Coconino County Zoning Code Chapter 5.

7. Coconino County, as of 2024, requires a site plan with all applications for public hearing, which is equivalent to the Direct-to-Ordinance process in the City. Therefore, all County rezoning cases would use the Category Guidelines.

8. Federal agencies will only permit one access route to private lands per law and regulation, and only if there are no other viable access options. The USDA Forest Service will not be able to permit additional access routes for emergency egress lands on National Forest System lands if there is already reasonable access to the property.

CHAPTER 5

SOCIAL AND ECONOMIC SYSTEMS



Untitled, Anonymous, Community Event, 2022

SOCIAL AND ECONOMIC SYSTEMS

BACKGROUND

Social and economic systems are integral to providing for the health, safety, stability, resilience, and quality of life for everyone who lives and works in the Region. Housing, food, public health, employment, education, the arts, and commerce are interconnected systems that support meeting the community's basic needs. The built environment and the organization and interactions of people influence whether these systems function in an equitable and reliable way.

Housing and Development History and Trends

"The current Housing Emergency in Flagstaff has deep roots, with no single root cause. There is no single solution to addressing the Housing Emergency, but rather multiple strategies that will work together in providing residents with additional housing stability" – *City's Ten-Year Housing Plan*

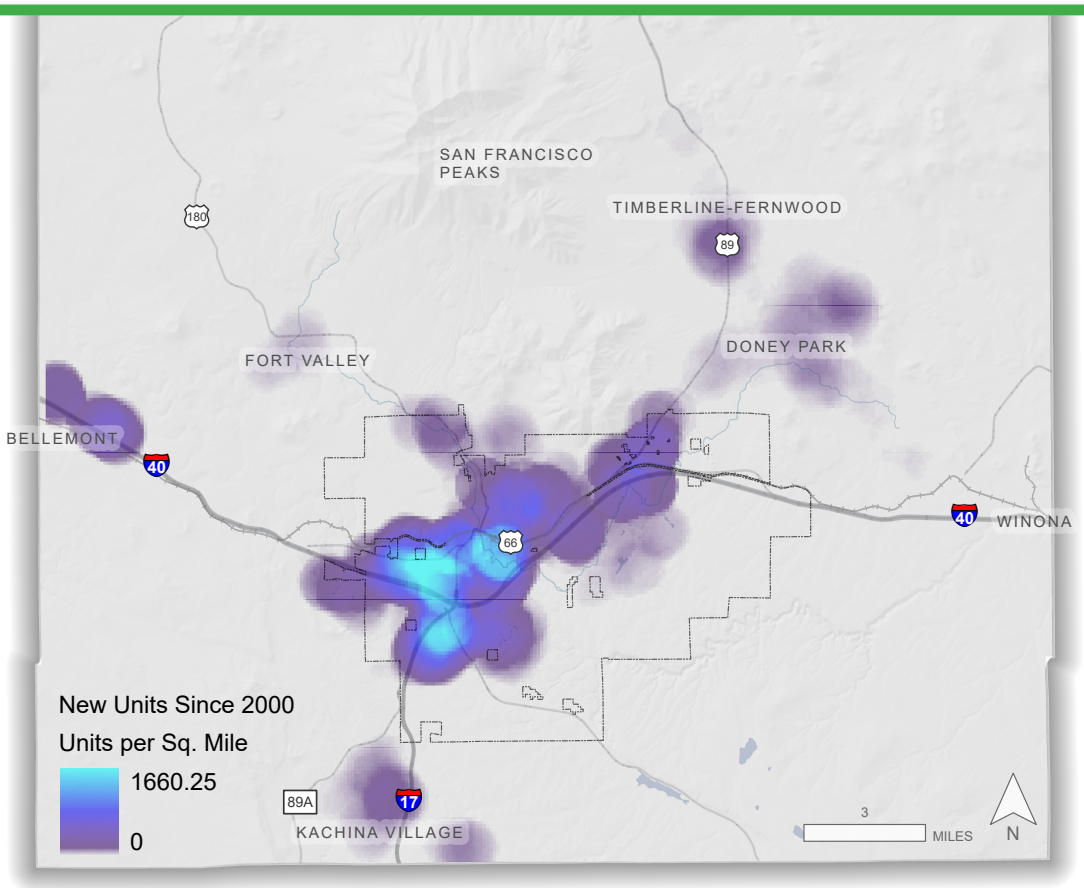
Since 2000, some areas of the Region have experienced concentrated growth, while others have seen a limited amount of new development (see Information Map 5-1). Central neighborhoods including Downtown, Townsite, Southside, Sunnyside, and Upper Greenlaw Estates make up the historic core of Flagstaff, with a high concentration of older buildings. New development has occurred most extensively in central and southwest Flagstaff, in neighborhoods such as Southside, Woodlands Village, Boulder Pointe, Ponderosa Trails, and along the Milton Road corridor; in east Flagstaff in the Fox Glenn and Elk Run neighborhoods; and in County areas, especially Bellemont.

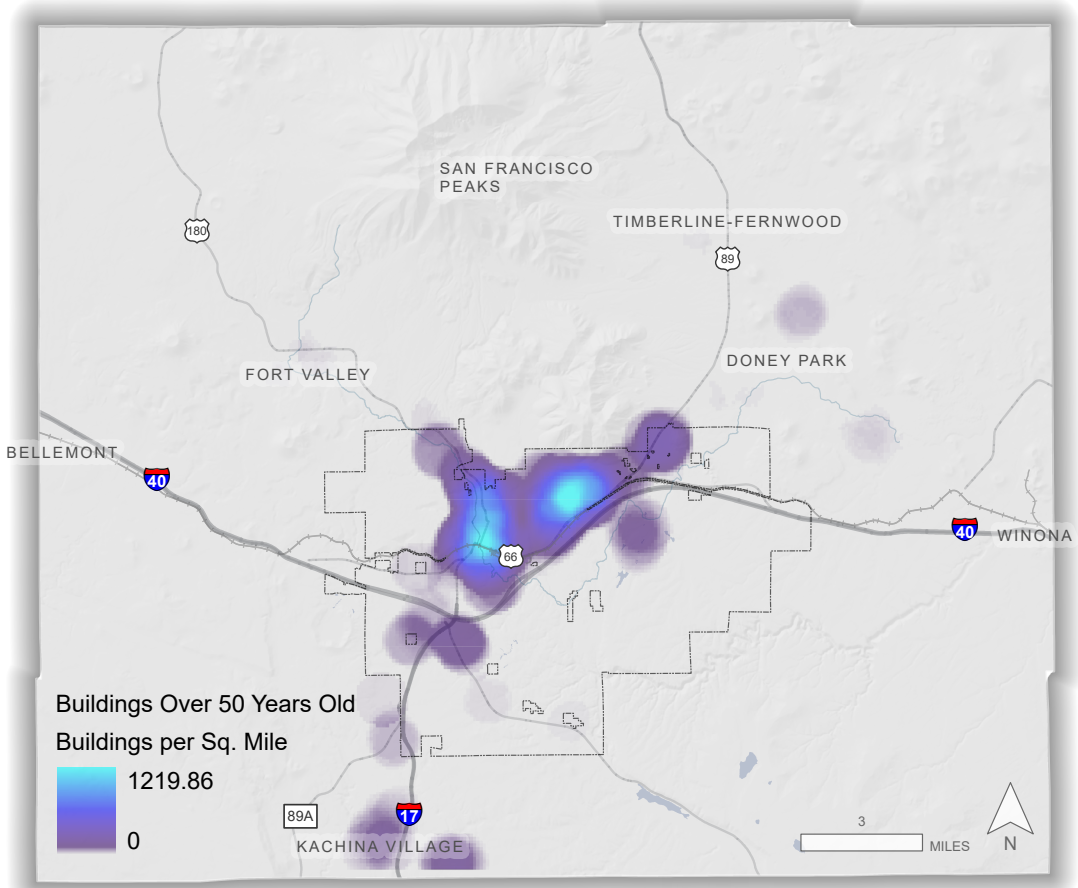
The Region's housing supply has not kept pace with the growth in demand from residents and prospective property owners in recent decades. Between 2000 and 2010, 4,218 new dwelling units were built, mostly single-family homes. Limited multifamily housing was built in the City between 2000 and 2010 (see Chapter 4, Growth and Land Use for housing data). The lagging pace of development was not unique to the City but resulted from macroeconomic trends across the country. Nationally, the Great Recession stalled housing construction from 2007 to 2011. During this period very few units were constructed. Between 2010 and 2020, 5,721 residential units were constructed in the City and, in contrast to the previous decade, they were mostly multifamily units.

After this extended period of housing underproduction, the City's Housing Gap Analysis revealed an undersupply of 7,976 units in the Region as of 2022.[1] To reduce pressure on the Region's housing stock and lower the cost burden for residents, more units, both market rate and affordable, are needed. The US Department of Housing and Urban Development (HUD) defines affordable housing as any household spending no more than 30 percent of monthly gross income on housing costs. 'Affordable Housing' may be further defined as residential units that are developed or provided through some form of subsidy with eligibility requirements to rent or purchase. Across the Region, there is a need for housing units at all income levels with an emphasis on units and subsidies specifically for low-to-moderate-income residents due to a lack of federal programming for those households. Resolving the undersupply of housing will require the development of new housing units in all neighborhoods and across the Region.

Inclusionary Zoning

Many local governments in the US require new multifamily developments over a certain size to include affordable units, known as "inclusionary zoning." This potential policy is frequently brought up in public comments about planning and zoning projects in the Region. However, the ability of local jurisdictions to adopt inclusionary zoning in Arizona is preempted by a statute that prohibits counties, cities, and towns from requiring the creation of moderate or lower-cost housing (A.R.S. § 11-819). Because neither the City nor County can require developers to create affordable units, both jurisdictions use voluntary incentives to encourage affordable units in new developments.





Information Map 5-1: New Growth Areas and Areas with Older Buildings in the Flagstaff Region

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GS and the GIS User Community

Since 2011, rents and home prices have risen much faster than incomes, leaving almost half of all City residents (45 percent) burdened by housing costs.[2] In these circumstances, households may be forced to choose between paying for other essentials, like food, transportation, utilities, medical care, or childcare. In a 2021 survey conducted by the City of Flagstaff Housing Section, over one fourth of respondents said that they were "nearly certain" or "very likely" to leave the City in the future due to housing costs, a figure which underscores the severity of the housing emergency.[3]

The availability of City's housing supply has been affected by market trends including (1) an increase in second homes, (2) the conversion of long-term housing to short-term rentals, and (3) the NAU student population.[4] As of 2024, there were about 4,007 second homes and 628 short-term rentals (excluding owner-occupied rentals) within the City, totaling about 14 percent of City housing units. While visitors contribute to the local economy, second homes and short-term rentals draw from the pool of available housing options for the local workforce. There have also been periods when NAU enrollment increased faster than its on-campus housing capacity and the university had limited family housing options, creating a larger demand for off-campus student housing. These factors are subject to change. For instance, NAU enrollment is projected to remain flat[5] and the amount of housing that is designed with student living in mind on and off campus has increased since 2014. The regulatory and economic factors that push and pull on second homes, short-term rentals, and student enrollment fluctuate but are not in the City or County's control.

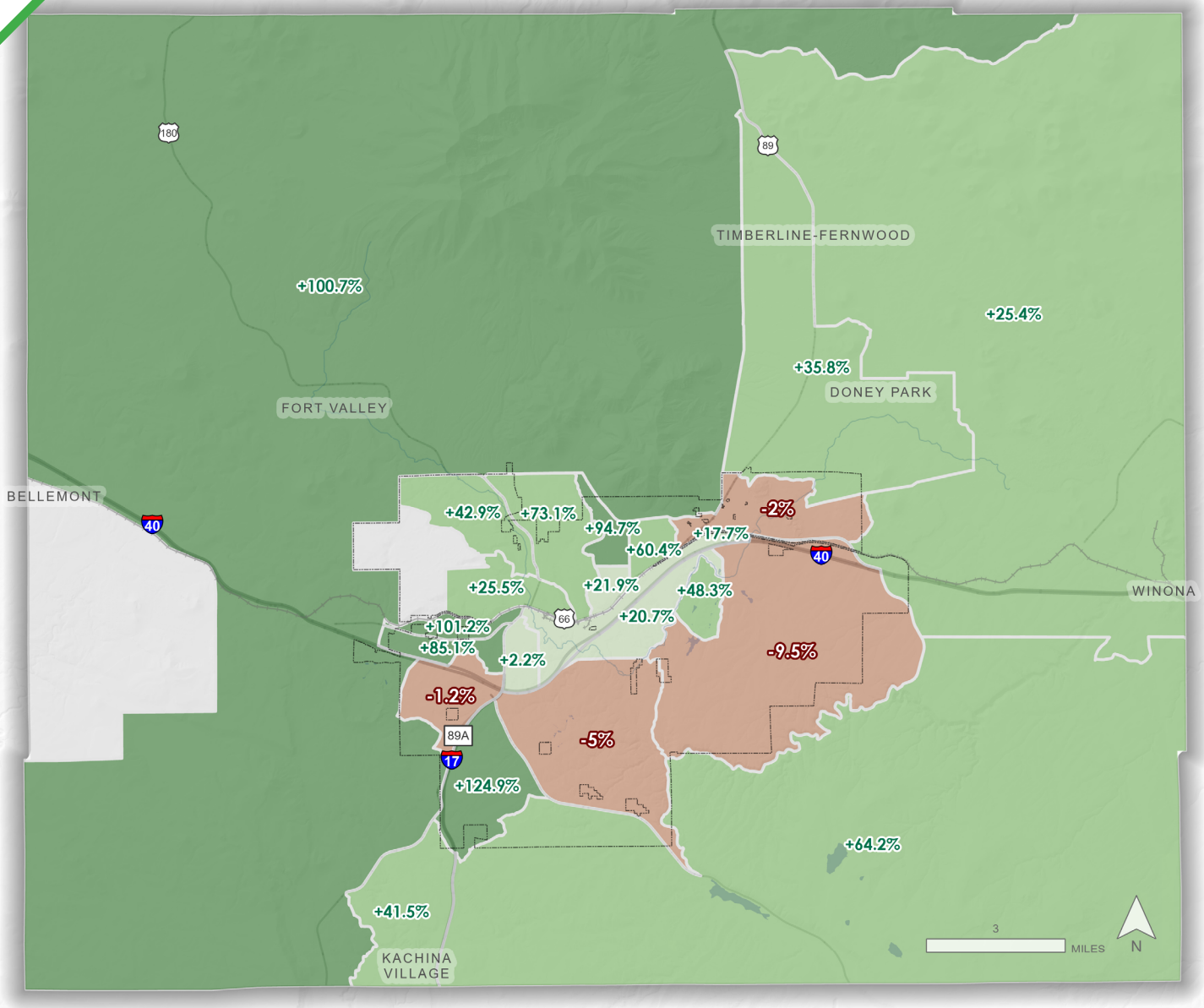
Supporting more housing options for local residents and the workforce is the first concern for housing efforts in the Region. The City produces an annual report related to the *Ten-Year Housing Plan* that highlights progress made on housing goals. It shows that the City is on track to meet the plan's housing production goals for market and affordable housing. While recent housing production has not yet resulted in lower housing prices and rents for market rate units, the vacancy rate for rental units has increased according to an annual survey by Housing Solutions of Northern Arizona from around two percent between 2010 and 2020 to 6.76 percent in 2024. A healthy vacancy rate for a rental market is generally between five and 13 percent. According to the study, a Flagstaff renter must earn approximately $79,480 annually to afford an average two-bedroom apartment.[6]

Housing affordability is also an issue within the County, including the areas within the Region. Although the County has not conducted an in-depth housing study like the City's *Ten-Year Housing Plan*, the County's Economic Recovery Dashboard tracks rent-burdened households and shows a County-wide increase in households paying more than 30 percent of income toward housing costs. The average rent per unit increased by over nine percent between 2022 and 2023. While the communities of Bellemont, Kachina Village, and Mountainaire have been considered more affordable areas to live within the Region, housing price increases—coupled with factors such as the cost of travel to and from work and shopping, increasing transportation costs, short-term rentals, and second home ownership—affect housing prices in these areas and make them less affordable.

Across the Region, the majority of land is publicly owned, and there is limited land available for private development (see Information Map 1-2). Large-lot zoning in the majority of the Region also results in higher land prices. Approximately 58 percent of land within City limits is zoned primarily for single-family home development. Because of the high costs of on-site wastewater and extending utilities and infrastructure to more rural areas, development costs are higher. The transportation costs from commuting to and from rural areas and employment centers also contribute to the overall cost of living in these areas.

Housing Insecurity and Displacement

There are no areas of the City that meet the definitions of "slum and blight," which A.R.S. § 9-461.05 states should be examined in the General Plan for cities. However, there are areas where the gap between income and housing costs has increased housing insecurity and the risk of displacing longtime residents, as well as low and moderate/higher-income workers. In some areas of the City, median income has risen substantially during the past decade, indicating that lower-income households are being pushed out of some neighborhoods. The high income required to afford more expensive housing prevents low-to-moderate-income households from remaining in or moving into the same area.



Percentage Change in Median Income Between ACS 5-Year Estimates 2010-2014 and 2018-2022

Percentage Change

- -10% - 0%
- 1% - 25%
- 26% - 75%
- 76% - 125%



Information Map 5-2: Percentage Change in Median Household Income[30] Between American Community Survey (ACS) 5-Year Estimates 2010-2014 and 2018-2022 (Table S1903).

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Housing insecurity can include but is not limited to doubling up of households, displacement and eviction risk, being housing-cost burdened, or homelessness. People and families in these circumstances experience not only economic stresses but often health impacts. For example, they may relocate to more affordable-but-substandard housing to avoid homelessness, which may expose them to health and safety risks, such as vermin, mold, water leaks, and inadequate heating or cooling systems. Children who move frequently, or who experience displacement or homelessness, are more likely to have chronic conditions and poor physical health. This impacts their educational opportunities and lifelong well-being. Evictions and displacement can also result in trauma and impact mental health.[7]

In the City, Black or African American and American Indian or Alaska Native households are less likely to own a home as a percentage of the population. While 51 percent of White households in the City are homeowners, 19 percent of American Indian or Alaska Native households, 24 percent of Black or African American households, 39 percent of Hispanic households, and 41 percent of Asian households own their home. Across racial and ethnic groups, the percentage of renter households that are cost-burdened is high, consistently above 55 percent. While available data on renter households does not indicate a significant racial disparity in cost-burdened status, the disparity in homeownership rates is stark and reflects a deep inequality in generational wealth.

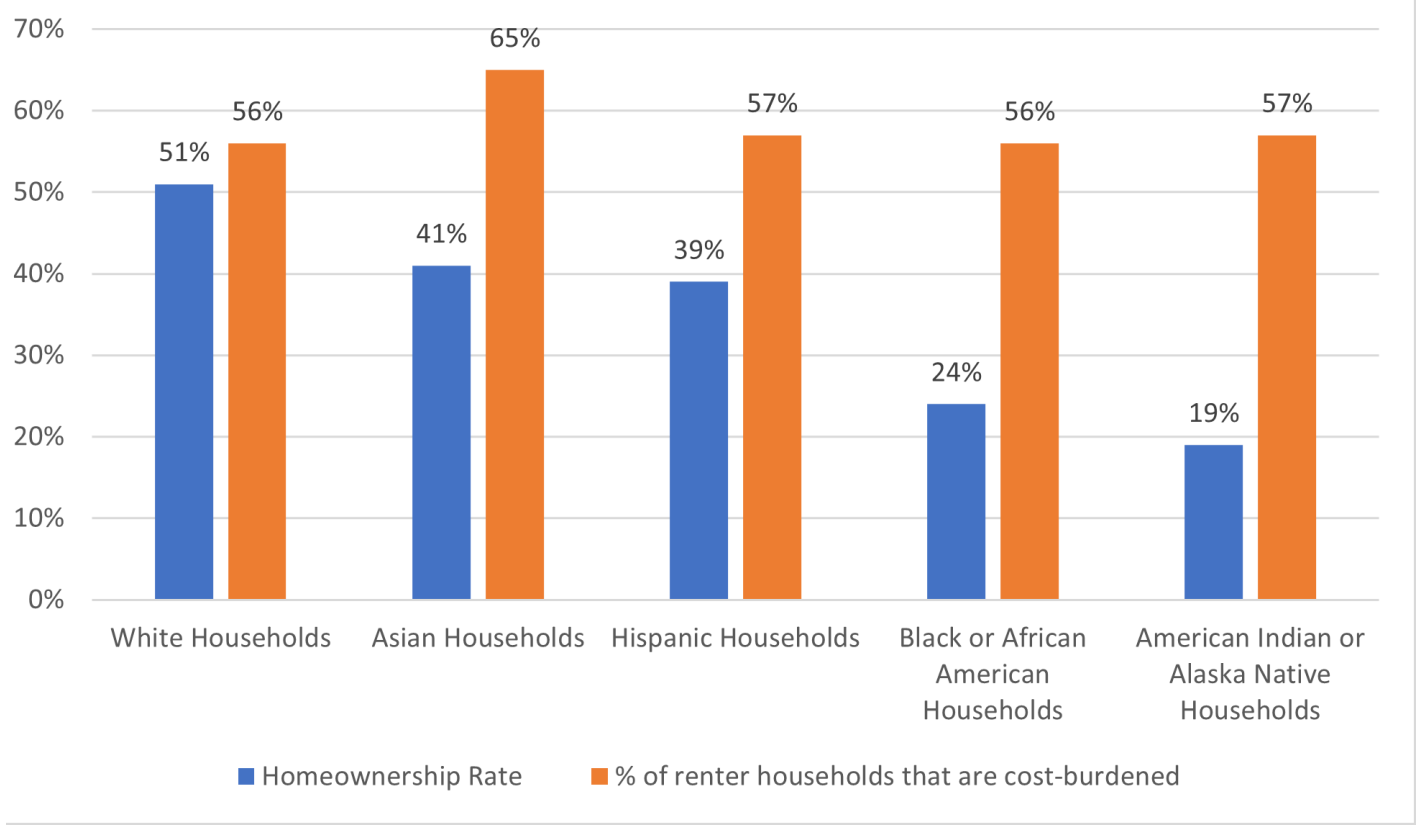


Figure 5-1: Homeownership Rate and Renter Cost-Burden by Racial/Ethnic Group. Source: Homeownership data from 2020 Census (Tables H4A-H4O). Renter cost-burden from the ACS 2016-2020 (CHAS Table 9). Note that racial/ethnic groups varied widely in size.

Homeownership has long been a primary way to build wealth in America. Though the City did not have formally enforced redlining as seen in larger US cities, informal segregation existed. Participants in the *La Plaza Vieja Neighborhood Plan* and *Southside Community Plan* spoke to City staff about their past experiences being denied as renters outside of certain neighborhoods, being denied loans to improve or purchase property, and of being told by their families about places that were unsafe for them because of the threat of violence. Indigenous people have also shared stories of these influences on where and if they could live in the community. At the same time, the Region did offer better opportunities for education, jobs, fellowship, and homeownership in certain parts of the community than other cities and regions.

Addressing Flagstaff's racial gap in access to housing is a critical component in resolving the Housing Emergency. The City supports the provision of fair housing for all residents, under the federal Fair Housing Act, and is committed to advancing solutions based in racial equity.



Construction of a multifamily building

The shortage of housing contributes to the prevalence of homelessness in the Region. Unsheltered people in Coconino County frequently report not being able to find affordable housing and/or not being able to pay their rent or mortgage as among the top explanations for why they became unsheltered, as measured by the annual Point-In-Time Count.[8] Over a fourth of the same respondents reported having some level of current employment, and many reported receiving disability, Electronic Benefits Transfer (EBT), social security, or veterans benefits. Nearly a third of Point-In-Time survey respondents had been continuously unsheltered for more than three years. Individuals reported that they dealt with conditions including issues with substance use, mental illness, and a chronic physical injury, indicating a need for healthcare services and supportive housing models, such as group homes. People experiencing homelessness may face multiple barriers to achieving stability in their lives, and the Region's lack of housing compounds these other challenges.

> "Housing First is a homeless assistance approach that prioritizes providing permanent housing to people experiencing homelessness, thus ending their homelessness and serving as a platform from which they can pursue personal goals and improve their quality of life."[9]

Homelessness disproportionately affects some racial groups in Flagstaff. For example, residents who are American Indian or Alaska Native make up 10 percent of the City's population but 38 percent of its homeless population. The housing needs of Native Americans in the Region are defined by several factors that are less common in other demographic groups. Of particular interest are Indigenous people who move frequently between urban areas and Native nations based on opportunities and circumstances such as education, jobs, health statues, and housing availability.[10] This cycle of migration creates higher risks for displacement, homelessness, and overcrowding because most housing and assistance programs are set up for long-term residents or people experiencing homelessness. The needs of these individuals are more difficult to place within the housing continuum.

Table 5-1: Percentage of individuals experiencing homelessness by race/ethnicity (City). Source: Ten-Year Housing Plan		
Race/Ethnicity	**Percent of City Population**	**Percent of HMIS* Population**
White alone, non-Hispanic	59.9%	38.6%
American Indian or Alaska Native alone, non-Hispanic	10.4%	38.4%
Hispanic, any race	19.7%	12.7%
Other (including multiple races, non-Hispanic)	5.3%	6.6%
Black or African American alone, non-Hispanic	1.9%	3.1%
Asian alone, non-Hispanic	2.5%	0.4%
Pacific Islander alone, non-Hispanic	0.3%	0.2%

**HMIS is the Homeless Management Information System, a local data information technology system used to collect data on homelessness.*



Breaking ground on a new housing project

Housing Services and Support Programs

The City has a Housing Division whose mission is to develop a viable urban community by providing decent and adequate housing, a suitable living environment, and expanded economic opportunities for the Flagstaff community, especially for low- and moderate-income persons. The Flagstaff Housing Authority was established in 1942 and assists low-income residents with safe, decent, and affordable housing opportunities as they strive to improve the quality of their lives. The Housing Authority is part of the City 's Housing Division and operates 265 public housing units across two main sites and a number of scattered sites and manages another 80 units owned by the Flagstaff Housing Corporation. The Housing Authority also administers more than 522 Housing Choice Vouchers under several programs. The County does not have a housing program, but the Planning and Zoning Department supports affordable housing opportunities by applying Comprehensive and Regional Plan goals and policies to appropriate development projects that require public hearings.

In addition to impacting quailty of life, the limited supply of housing affects the Region's ability to grow and develop economically. The City supports a variety of programs to serve families and individuals throughout the housing continuum from homelessness to homeownership. Many programs are delivered in collaboration with community partners and other agencies to:

- Coordinate with community partners for shelter and crisis housing.
- Assist low- and moderate-income households with affordable rental resources.
- Increase housing inventory and availability.
- Economically stabilize local households through the benefits of homeownership.
- Support workforce retention with employer-assisted homeownership programs.
- Support efforts for safe, efficient, and resilient homes.
- Revitalize community neighborhoods.



A Sunnyside mural

THE REGIONAL ECONOMY

Employment by Sector

More than 75,000 people were employed in Coconino County[11] as of December 2024.[12] The largest sectors of the Regional economy are Education and Health, and Arts and Hospitality. The Region's status as a tourist destination, the presence of large educational and healthcare institutions, and its geographic position and connections to the larger transportation network are the foundations of these sectors. Because the City is the County seat and home to several federal agencies, the public sector employs a large slice of the workforce. In addition to these sectors, manufacturing, life sciences, and forestry have been historically strong industries for the Region. The top employers in the City are NAU, Flagstaff Medical Center, W.L. Gore & Associates, and Flagstaff Unified School District. The Region is also home to many medium- and small-scale businesses.

Table 5-2: Workforce Employment by Sector. Source: ACS 5-Year Estimate 2017-2022 (S2403)

Sector	AZ	County	Flagstaff
Agriculture/Mining	1%	2%	1%
Construction	7%	6%	5%
Manufacturing	7%	8%	9%
Wholesale	2%	1%	1%
Retail Trade	12%	12%	12%
Transport/Utilities	6%	4%	3%
Information	2%	1%	1%
Finance/Ins/Real Estate	9%	4%	4%
Professional Services	13%	8%	10%
Education/Health	22%	29%	30%
Arts/Hospitality	10%	17%	15%
Other Services	5%	5%	4%
Public Administration	5%	5%	5%

Tourism

About five million people visit the City each year,[13] drawn by the Region's outdoor recreation opportunities, historic character, and proximity to state and national parks including the Grand Canyon.[14] Tourism supports Flagstaff's Arts, Entertainment, and Hospitality sectors, with visitors contributing $750 million to the local economy annually.[15] However, the tourism industry is vulnerable to shocks, as demonstrated during the COVID-19 pandemic. In 2020, the City and County experienced a sharp spike in unemployment, as businesses shut down and people stayed home. Since 2021, the unemployment rate across the County has returned to pre-pandemic levels and even below, trending under five percent as of December 2024.[16]

ECONOMIC CHALLENGES AND OPPORTUNITIES

Challenges

Economic diversity is critical to viable and resilient communities. The City's Economic Vitality Division strategically recruits businesses as part of an initiative called Choose Flagstaff, which focuses on employers that provide high-skill, high-wage jobs in desired sectors.

Economic Strategic Plans -- In 2024 the City completed both an *Economic Development Strategic Plan* and a *Workforce Development Analysis and Strategic Plan*. The City's *Economic Development Strategic Plan* identifies specific sectors that are well positioned to grow in Flagstaff and provides strategic initiatives to guide staff and City investments. The *Workforce Development Analysis and Strategic Plan* provides significant analysis and detail regarding the makeup of Flagstaff's workforce and provides guidance to staff about how to support improvements to that workforce in the best ways. The City works with many local and regional partners to implement the various strategies identified. Most City investments are funded through Bed, Board and Beverage – Economic Development funding and have a limited impact on the City's General Fund.

The Region faces some challenges with attracting and retaining businesses and with housing its workforce, which threaten its economic stability. This stems mainly from the high cost of living for employees, the higher-than-normal cost of development, and a lack of readily available vacant space.[17]

Although the Region has a strong tourism-based economy, it can be a double-edged sword in terms of employment opportunities. While the injection of outside dollars provides a strong tax base which supports the majority of activities and programs, it also relies on and supports a growing number of entry-level, low-wage, and often seasonal jobs.

The lack of attainable housing options and housing availability can discourage employers from relocating to the Region and present challenges for existing employers who struggle to recruit and retain their workforce. When the workforce cannot be housed locally, workers must accept longer regional commuting distances and times. Although long commutes can mitigate the lack of available nearby housing, including low-cost housing, they also burden workers and conflict with the Region's climate goals.

Opportunities

The Region's top three economic development opportunities relate to business retention and expansion efforts, workforce development, and the successful Region-wide delivery of broadband. These three efforts build upon existing industry, resources, and connections; will serve the Region optimally; and are consistent with local and Regional priorities.

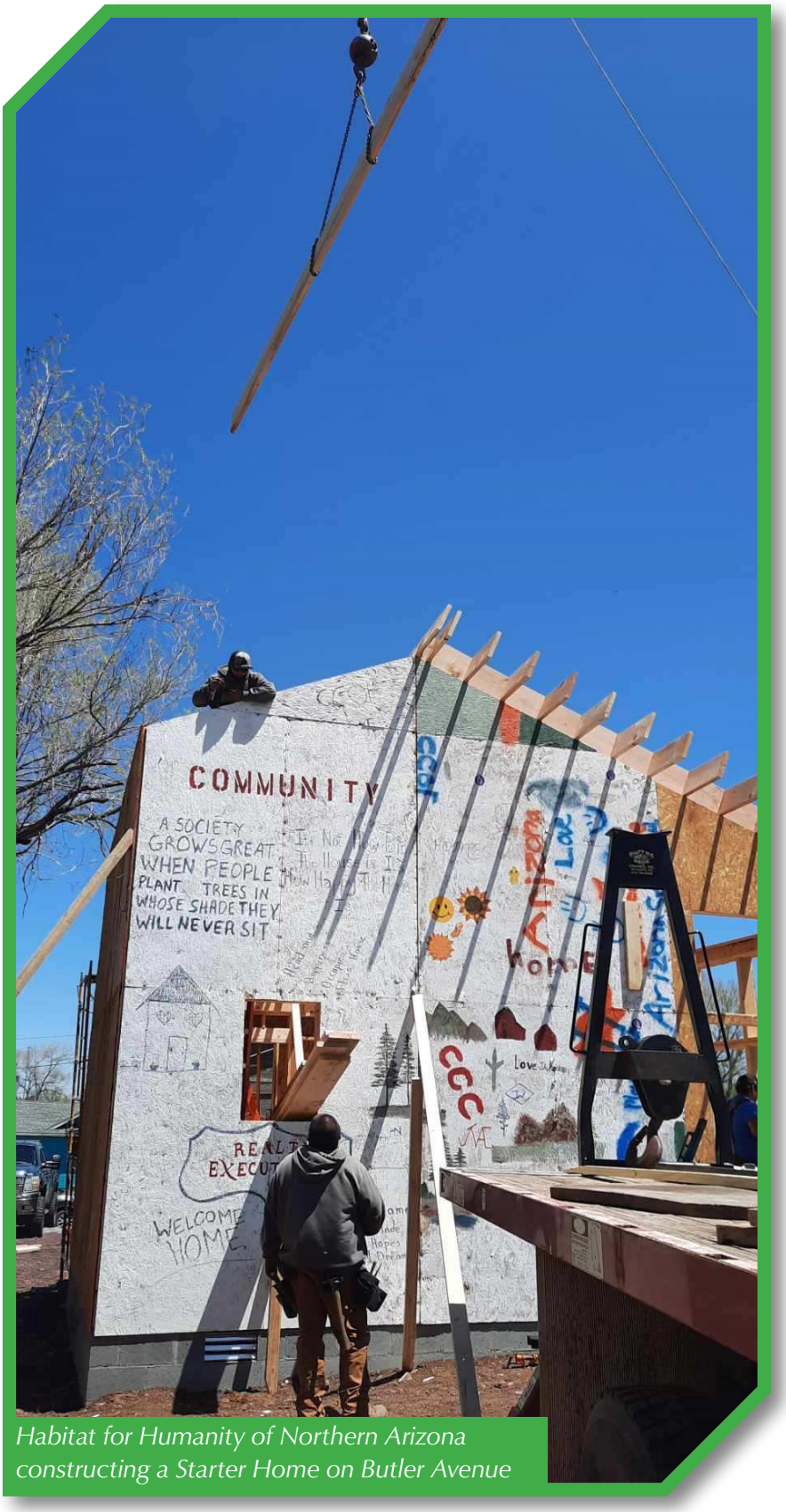
Despite some challenges, numerous businesses have recently relocated to the City or expanded their footprint, and there has been some growth in specific sectors. Flagstaff also has a strong entrepreneurial landscape. The City provides facilities and support services to help entrepreneurs thrive through the Incubator and Accelerator at its Innovation Mesa science and technology park. These facilities provide office and manufacturing space for companies that support a sustainable business/idea, the technology sector, light manufacturing, biotechnology and/or bioengineering, or meet the purpose of job creation in greater Flagstaff. These buildings house numerous businesses that have received business development support through the nonprofit Moonshot organization, which supports entrepreneurialism.

See Chapter 11, Infrastructure and Public Safety, for further discussion of broadband.

Workforce Development

With the presence of two higher-education institutions—NAU and Coconino Community College—the Region has a highly educated workforce. Of the population over age 25, 46.2 percent have a bachelor's degree or higher, which is far above the state and national averages of 29.5 percent and 32.1 percent, respectively.[18] Also contributing to the Region's high level of educational attainment are 33 public, private, and charter schools, which provide early childhood and kindergarten-through-12th-grade education. The Region's schools and institutions contribute to the local economy by educating the future workforce, employing the current workforce, and attracting students, employees, and visitors who support local businesses with their spending. Additionally, the City's recently completed *Workforce Development Analysis and Strategic Plan* identified a number of partners, such as the Workforce Development Board and Goodwill, who strive to develop the workforce even further. It was recommended that the City work to support these traditional workforce development partners and that the City explore programs to support its identified sectors when those efforts do not fit more traditional funding programs.

NAU and the Regional Economy – An Economic Contributions Analysis of the 2017-2018 academic year found that between NAU student and employee spending, visitors, and off-campus construction, NAU supported 19,500 jobs in Coconino County. This employment, coupled with spending, generated an estimated $1.96 billion in economic activity.[19] In addition, as a research institution, NAU contributes to advances in technical and scientific innovation, benefitting the regional economy and beyond. NAU also contributes to the Region's social fabric, providing quality of life benefits such as opportunities for exposure to music, art, and other important humanities for residents.



Habitat for Humanity of Northern Arizona constructing a Starter Home on Butler Avenue

SUPPORTIVE SOCIAL AND ECONOMIC SYSTEMS

Neighborhood Associations and Neighborhood Plans

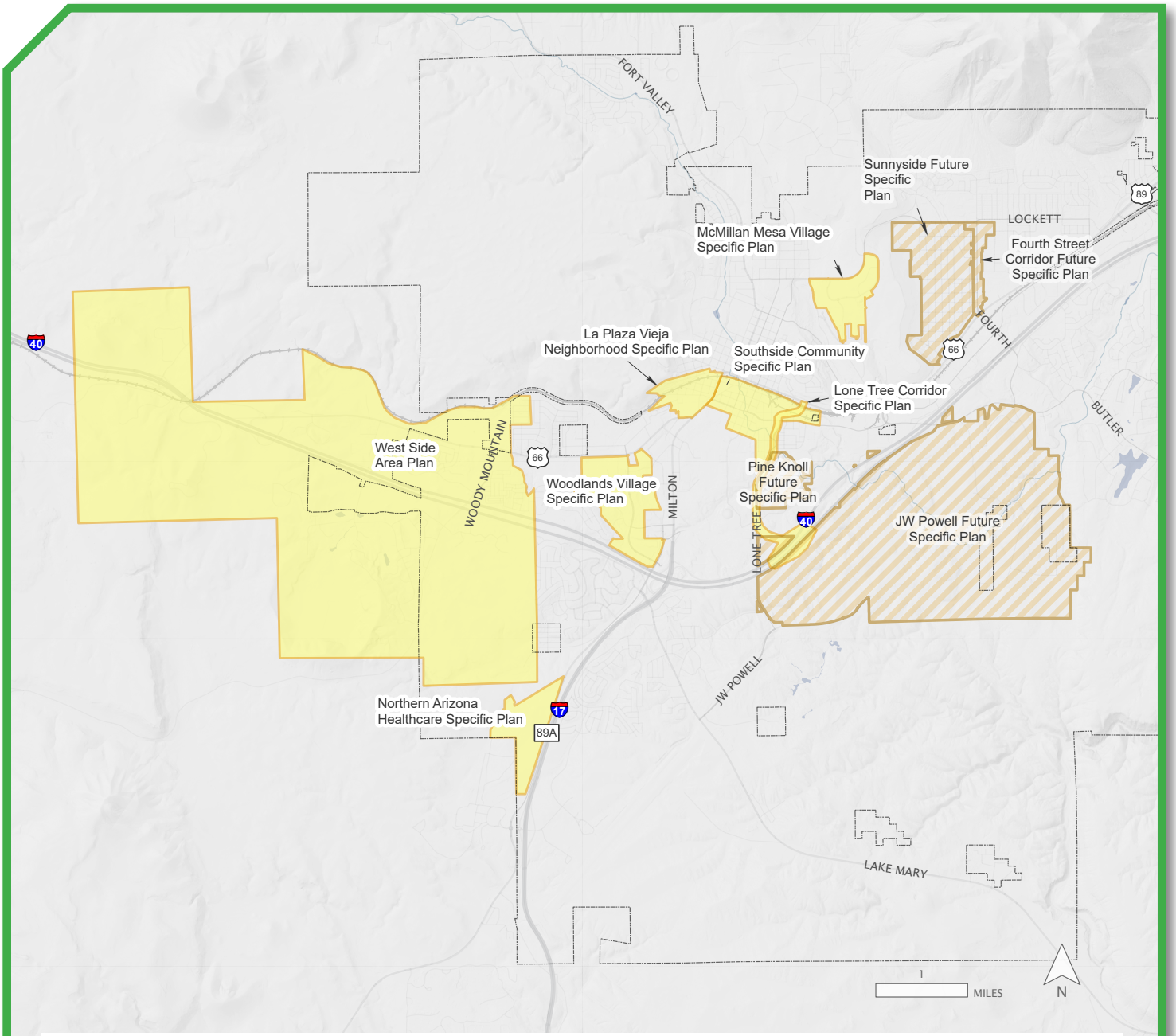
The City's Neighborhood Associations are important community-building institutions that organize residents around local issues. The neighborhoods with active associations are La Plaza Vieja, Sunnyside, Southside, and Townsite. Neighborhood Associations are different than homeowners' associations; they are voluntary organizations for a set geography, and they cannot enforce regulations or set covenants within the neighborhood. Instead, they provide a conduit of information, resources, and volunteer opportunities between neighbors and between residents and government and nonprofit entities. Neighborhood Associations in the City have different and self-determined emphases in how they organize and work within their respective communities.

The La Plaza Vieja and the Southside neighborhoods, in partnership with the City, have completed neighborhood-specific plans and the Townsite neighborhood has a historic overlay to protect its architectural character. Both Sunnyside and Pine Knoll-Brannen (part of the Southside Community Association) lack neighborhood plans. Creation of a meaningful and well-vetted neighborhood plan assists with creating and funding park and transportation improvements and identifying opportunities for property owner assistance. For instance, the need for assistance with floodproofing homes where household resources are limited was an idea generated from the *Southside Community Specific Plan*, further reinforced by the Sunnyside neighborhood's post-fire flooding, and ultimately included in the Citywide *Stormwater Strategic Plan*. Neighborhood planning has been a robust way of surfacing unmet community needs and evaluating them against the City's standard operating procedures. They have also been a means of creating more robust partnerships and cooperative opportunities with neighborhoods and supporting major grant applications and the distribution of Community Development Block Grant funding. For example, the Southside Community Association worked with the City to plan for the Murdoch Center to become a resilience hub.

Information Map 5-3 displays adopted City Specific Plans that apply to a distinct area of the City, as well as areas where a Specific Plan is planned or in progress. The full list of adopted City Specific Plans is:

- *Northern Arizona Healthcare Health Village Specific Plan* (2023)
- *Southside Community Specific Plan* (2020)
- *High Occupancy Housing Specific Plan* (2018)
- *La Plaza Vieja Neighborhood Specific Plan* (2015)
- *Lone Tree Corridor Specific Plan* (2008)
- *Juniper Point Specific Plan* (2006)
- *West Side Area Plan* (1999 and 1989)
- *McMillan Mesa Village Area Plan* (1992)
- *Woodlands Village Specific Plan* (1990)[20]

For more information on the relationship between Specific Plans and the Regional Plan, refer to Chapter 2, How the Plan Works.



Specific Plan Boundaries

Future Specific Plan Boundaries

City of Flagstaff (CoF) Boundary

Coconino County



bus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Information Map 5-3: City Specific Plans

Public Health

The Region's health system, anchored by the Flagstaff Medical Center, serves a large population, some of whom travel a significant distance to receive care in the Region. The Flagstaff Medical Center is the only Level 1 Trauma Center in Arizona north of the Phoenix Metropolitan area and offers general and specialized services. There are several other specialized medical centers and clinics in the Region, including the Rehabilitation Hospital of Northern Arizona, Sacred Peaks Health Center, Native Americans for Community Action (NACA) Health Center, North Country Healthcare, Northern Arizona Healthcare, Poore Medical Clinic, and the Children's Health Center.

The Coconino County Health and Human Services (CCHHS) Department is responsible for developing health policy, enforcing public health code, providing health education to the public, connecting people to health-related resources, and providing safety-net services. The City does not have jurisdiction on these issues.

Countywide public health challenges identified in the 2024 Coconino County Community Health Needs Assessment include high rates of motor vehicle crashes, drug and alcohol abuse, mental health conditions and insufficient mental healthcare, food insecurity, and others. The COVID-19 pandemic, which was the County's leading cause of death in 2020 and 2021, intensified these community challenges. Residents continue to experience its effects, including long COVID, social isolation, and increased mental health needs.[21]



Flagstaff Family Food Center

Food System and Food Security

The Region relies on foods grown around the globe. Agriculture in the Region is limited by land and water availability, and a lack of supporting food and agricultural infrastructure. These factors limit the scale of local food operations and increase the Region's reliance on the global food supply system. However, the energy and resources consumed, and the GHGs produced, by growing, harvesting, processing, and transporting food in this global system are significant. Additionally, food availability and quality are not distributed equitably around the Region's communities, causing health disparities like hunger and obesity. These factors can be partially mitigated by strengthening the local food systems to the extent practical.

A "food system" is the cycle food follows as it moves from farm to table, and the people, land, and infrastructure involved. It encompasses a range of activities from growing, foraging, and ranching; storing and processing; transporting, and distributing; retailing and marketing; preparation and cooking; eating; waste management; safety; land and water stewardship; environmental preservation; food supply chain support; and food assistance. The journey food takes through the food system is influenced by many factors including the Northern Arizona ecosystem, climate change, research, education, funding, policies, and the community's rich cultural traditions, and is interlinked with regional, state, national, and international food production and distribution networks.[22]

The Region is a challenging environment for food production because of the arid climate, variable precipitation, access to water resources, poor soil quality, cost of land, a short growing season, and distance to markets. Despite these challenges, food production continues to be an important economic activity in the County and expanding it in the Region adds opportunities for workforce development. Before today's global food system was established, the food system was mostly self-sufficient: Food was grown, processed, sold, consumed, and disposed of in one place, and food choices were restricted to what could be grown and gathered in the Region. For centuries, the Region's Indigenous Peoples maintained a local food system, practicing floodplain agriculture in the Doney Park Timberline area and collecting native plants for food, medicinal purposes, and traditional crafts. European settlers brought nonnative agriculture plants like pumpkin, bean, and potato farming to the landscape, which require more irrigation.[23] Across Arizona about 74 percent of available water is used by the agricultural industry.[24] In Coconino County, about 25 percent of available water is used for agriculture,[25] and even less is used in the City. The need to increase food security and reduce food disparities should be done sustainably and in a manner that balances the need for long-term water conservation as an essential value of the community.



Selecting vegetables. Source: Flagstaff Family Food Center

As of 2024, the five counties encompassing Northern Arizona were home to 11,670 farms and ranches, with 17,100,981 acres in production. This area represents 70 percent of all Arizona farms and ranches and 67 percent of Arizona's agricultural acreage.[26] Agricultural uses, such as farming, crop raising, horticulture,

viticulture, silviculture, beekeeping, and small livestock keeping are allowed in the Flagstaff Region, including in the County and City. Most large-scale ranching occurs outside of the Flagstaff Region, but the larger lots in areas such as Doney Park and Timberline support small scale livestock keeping and agriculture. Despite the prevalence of agriculture in the region, Northern Arizona has seen a 10-percent loss in the number of farms and ranches since 2012, creating challenges for regional producers to access land.

Not everyone in the Region has access to healthy, affordable food. Countywide, an estimated 13.3 percent of residents are food insecure.[27] In a 2023 survey of County families, 56 percent stated they had concerns or had experienced challenges accessing nutritious food in the prior year. Food insecurity Countywide is higher than the state average. Children, Hispanic, Black, and Native American populations in the County suffer from disproportionately high food insecurity rates compared to the rest of the state. In the Coconino County Community Health Needs Assessment, access to food and nutritional security was one of the top four identified needs (along with housing, behavioral health, and transportation).

County residents participate in the Supplemental Nutrition Assistance Program (SNAP) at a higher rate than the Arizona state average (12.7 percent of Northern Arizona residents compared to the state average of 10.1 percent), and 7.7 percent of City residents participate in SNAP. Throughout Northern Arizona, many residents are income eligible for SNAP but do not participate; of eligible individuals in the County, 30.7 percent do not receive SNAP benefits.[28]

City residents have greater access to charitable food distribution programs than residents living in rural Northern Arizona, as the City is an important hub for food security resources. While food security resources should be more widely distributed throughout Coconino and surrounding counties, local organizations are doing crucial work to provide hunger relief and fill gaps in the food system. The Flagstaff Family Food Center and St. Mary's Food Bank are two organizations which provide thousands of meals each day.[29]

The City and County have strived to strengthen the Region's food system by encouraging local food production and decreasing food insecurity. Engaging with local food production provides numerous benefits to community health, the environment, and the economy. For example, gardening with other people can build community connections, reduce stress, improve nutrition, and restore soil health to foster resilient ecosystems capable of removing and storing greater amounts of carbon dioxide (CO2) from the atmosphere.

Examples of Small-Scale Food Production for Business and Neighborhoods

Foodscaping – Foodscaping, also known as edible landscaping, is means of supporting food insecurity that can be incorporated easily into the existing built environment. Public edible landscapes can provide nutritious foods with a very low barrier to entry. Current City and County landscaping regulations and plant lists do not include plants that provide edible food if they are not native. Foodscaping can be designed to be a low-water addition to landscpaing when designed with rainwater harvesting or stormwater management.

Community Gardens and Urban Agriculture – The City operates and is expanding the community gardens program and has developed the Flagstaff Urban Farm Initiative to establish new urban agriculture ventures on City-owned land. Community gardens are one of many solutions that can be deployed on non-profit or public land either temporarily or permanently where food disparities are evident. The City also offers rebates, funding, and programs to support food systems projects.

Community Food Systems Assessment

In 2023, the City undertook a three-year Assessing & Growing a Sustainable Community Food System project to improve its understanding of the challenges and opportunities related to food access and distribution, create a baseline of key food system metrics that the City and its partners can track over time, and lay the foundation for the policy recommendations in a forthcoming Community Food Action Plan. The Community Food Systems Assessment (CFSA), published in July 2024, is the culmination of the first phase of this ongoing project, which is anticipated for completion in 2026. CFSA findings identify ongoing challenges in the Region's food system in addition to opportunities to strengthen it:

- Eliminating hunger was the highest ranked food system goal for CFSA survey respondents.
- Communities living on Native American reservation land have very few stores to buy from and limited food options.
- Local direct-to-consumer food sales in the Region grew by 60.8 percent between 2017-2022, strongly indicating a Regional demand for local foods. However, the small size of farms, lack of business development resources, and sales outlets make it difficult for the agricultural economy in the Region to grow.
- Accessing land on which to farm near and within the City is challenging, with the cost of land being the most significant barrier. Other barriers include extreme weather, variable growing conditions, and the cost of and access to water. Overcoming these barriers would increase the capacity of the local food system and help to reduce food insecurity.
- There is a strong need to implement community food hubs to provide resources and communal spaces for producing, processing, cooking, and equitably distributing food throughout the Region.
- The high cost of food is a challenge for many people in the Region, and locally grown food is perceived as being especially expensive and difficult to access. However, community members have shared they would buy more locally grown food if it was affordable.
- Food recovery programs exist, but their capacity should be increased to reduce food waste and food insecurity. Food recovery programs focus on collecting edible food that would otherwise go to waste and redistributing it to feed people in need.



Volunteers for the Flagstaff Family Food Center.
Source: Flagstaff Family Food Center

Action Items

High Priority Action Items. See Appendix C for additional information.

Type of Action	Item	Timing
Code	Update the City's affordable housing incentive policy to implement the goals and policies of the Regional Plan, the *Ten-Year Housing Plan*, and the LASS-CAP recommendations. (City only)	Short term
Plan	Develop a comprehensive strategy to address infrastructure improvements needed to support infill development in existing neighborhoods.	Short term
Fund	The City and County will work in collaboration to address housing needs within the Region and to identify potential funding sources for affordable housing and associated services within the Region.	Long term
Code	Revise the City of Flagstaff Zoning, Building, Fire, and Engineering codes to reduce barriers to the creation of housing and development that supports the *Carbon Neutrality Plan* and reduced wildfire risk. (City only)	Short term

Other action items: While important, these projects may be prioritized as opportunities and funding arise.

Type of Action	Item	Timing
Partner	Support changes to federal and state laws that provide for greater control of vacation rentals and second homes; allow greater preservation, creation, and protection of affordable housing; and expand fair housing to protected classes.	Continuous
Fund	Create programs needed to identify and support entrepreneurship in Neighborhood Commercial areas.	Short term
Partner	Build partnerships and programs to address financing barriers to creating more infill, mixed-use, and affordable housing projects in areas served by transit.	Long term
Educate	Make the economic and opportunity costs of not providing housing more widely known to support the inclusion of affordable housing in neighborhoods that have demonstrated opposition to it.	Continuous
Code	Explore ways to incentivize City, County, and other employers in the Region to offer Employer Assisted Housing programs.	Long term
Partner	Acquire and rehabilitate already built properties for affordable housing projects when financially feasible. (City only)	Long term
Fund	Explore other funding mechanisms for affordable housing developments, such as a dedicated sales tax, secondary property tax for General Obligation bonds, establishment of a central business district pursuant to Government Property Lease Excise Tax statutes (GPLET), or increasing primary property taxes. (City only)	Mid term
Code	Explore alternative processes and guidelines for the redevelopment of historic and affordable housing to reduce the risk of demolition and allow for increased retention of existing units.	Mid term
Educate	At the City and County levels, support community-wide knowledge and understanding of Fair Housing laws through informative resources and programming.	Continuous
Code	Update Zoning and other City codes to support the local production, manufacturing, storage, and distribution of food on public and private land better, including the protection of agriculturally viable land and the implementation of future urban agriculture production sites.	Mid term

Type of Action	Item	Timing
Code	Conduct regular economic impact analyses to understand the comprehensive cost of area regulations on the cost of doing business.	Short term
Partner	To help people continue to afford to live in the Region, support residents in accessing programs that reduce the costs of housing, transportation, and utilities.	Continuous
Partner	Support the development and expansion of bioscience-related facilities that create scientific and technical jobs with improvements in infrastructure needed for their uses.	Mid term
Partner	Collaborate with local non-profit partners to expand programs that improve housing security through eviction prevention and mitigation.	Short term
Fund	Expand housing subsidy options that are available to low-to-moderate-income households. (City only)	Mid term
Partner	Establish resilient neighborhood networks and groups within and among neighborhoods throughout the Region to foster lasting community connections, provide neighborly support in emergencies, and build resilience to long-term climate change and short-term shocks.	Long term
Code	Develop a Planned Area Development zoning district that allows for a greater mix of land uses to support a variety of housing types and economic development. (City only)	Short Term
Code	Create specific plans for J.W. Powell area, Sunnyside, and Pine Knoll Brannen Neighborhoods. (City only)	Mid Term

Chapter 5 Endnotes

1. City of Flagstaff, Ten-Year Housing Plan, 2022.

2. City of Flagstaff, Ten-Year Housing Plan, 2022, p. 12-13.

3. City of Flagstaff, Ten-Year Housing Plan, 2022.

4. Between 2015 and 2025 the Coconino County Assessor's Office data showed a 53-percent increase in the number of properties that were classified as "NON-PRIMARY/BANK OWNED/NOT IN OTHER CLASSES RESIDENTIAL," which is the category that includes second homes and short term rentals.

5. NAU, Comprehensive Sustainable Smart Campus Master Plan, 2023, p. 01-34.

6. Housing Solutions of Northern Arizona, Rental Attainability Report, 2024.

7. HHS, "Housing Instability," 2024.

8. The Point-In-Time (PIT) Count is a national annual survey that is administered in Coconino County, with most responses gathered in the City of Flagstaff. The survey provides basic data on homelessness, which informs program planning for local organizations working to end homelessness. The findings in this paragraph come from the most recent three iterations of the PIT Count in 2022, 2023, and 2024.

9. National Alliance to End Homelessness, "Housing First."

10. HUD, Housing Needs of American Indians, 2017.

11. Coconino County is the same geography as the Flagstaff Metropolitan Statistical Area.

12. US Department of Labor, "Western Information Office: Flagstaff."

13. City of Flagstaff, Discover Flagstaff Annual Report, 2023.

14. Alliance Bank Economic Policy Institute, Flagstaff Visitor Study, 2018.

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CHAPTER 6

TRANSPORTATION



Anonymous, Community Event, 2022

TRANSPORTATION

BACKGROUND

Transportation in the 21st century is a technologically evolving and vital infrastructure that also affects the health of the environment and the community. Updating and improving the current transportation infrastructure requires alignment of all six of the Regional Plan priorities combined with the technical challenges of emerging technology and standards and practices in roadway and vehicle design. Transportation is also crucial to addressing the two emergencies that the City has declared for climate change and housing. Transportation costs and limited alternatives to automobile travel are contributing to the community's affordability crisis. The GHG emissions from the transportation system in the City account for 30 percent of total GHG emissions, which, in turn, lead to negative health outcomes and impact the ability to address carbon emissions.

Flagstaff Regional Transportation Network

The Region has overlapping surface transportation networks including railroads, County roads, City streets, forest and rural roads, interstates and highways, bikeways, sidewalks, and trails in a variety of configurations and designs. These networks support driving, transit, passenger and freight rail, air travel, walking, biking, and micromobility for the Region's residents and visitors.

Regional Transportation Network Facts

- 943 miles of roads and streets (Region)
- 1,942 lane miles (Region)
- 59 miles of FUTS trails (Region)
- 300 miles of public sidewalks (City)
- 60 miles missing sidewalks on major streets (City)
- 97 miles of designated bike lanes (City)
- 34 miles of undesignated shoulders (Region)*
- 71 percent of major streets with bike lanes (City)
- 70 miles of missing bike lanes (City)
- 23 percent of all trips in the City are made by walking, biking, or transit[13]

** Undesignated shoulders is the term used by the Arizona Department of Transportation (ADOT) to describe an area on the road pavement that is striped separately for bicyclists and other non-vehicle road users.*

Roads and Streets

The Region's roads and streets vary in their functional class, purpose, width, design, and volumes. Engineers use these metrics to understand how roads should operate and what about them requires monitoring. Some City streets experience a high average daily traffic volume while some unpaved forest and rural roads see only a few vehicles a day. Drivers on roads such as Milton Road experience delays not only because of traffic volume, but also because of lack of connectivity with other roads and a lack of safe bicycle and pedestrian infrastructure to support alternative transportation. A lack of connectivity limits distribution and circulation options for drivers and creates inconsistent patterns on the connecting roads. Most of the Region's road network lacks a regular grid pattern of streets. A network with irregular spacing and alignments has evolved over time to serve expanded needs of the community. These irregular roadways funnel into limited crossings at the Burlington Northern Santa Fe (BNSF) Railroad and I-40. The uneven patterns make syncing traffic signals difficult, and the lack of options in certain areas contributes to congested conditions at times. Efforts to increase the Region's connectivity are being made, in part, to address congestion issues. These include the railroad overpass at Lone Tree Road and connecting JW Powell Boulevard to Fourth Street. Both of these roads create redundancy in the transportation network and they facilitate successful development and redevelopment of the adjacent land.



South Beaver Street at Butler Avenue

As the Region grows, the community can invest in building more roads and more lanes to attempt to reduce traffic, or can manage demand, decreasing the need for vehicle trips and vehicle infrastructure. This is a crossroads that many communities have faced as they strived and failed to build their way out of congestion. Building and improving roads can be a necessary step to support land use development and redevelopment, but the way it has been carried out produced different outcomes. In the City, new subdivisions over a certain size are required to have at least two points of access to ensure areas can be evacuated during fires and other emergencies. On the other hand, expanding roadways for infill and smaller developments is the most expensive option for improving transportation. Nevertheless, for most of the 20th century, it was the default decision when communities faced growth and congestion. What has been learned from these decades of decision making is that expanding roadways typically induces more driving. Short-term gains in travel delay are lost as drivers are attracted to roads with less congestion and shorter travel times. In many cases, these roads end up just as congested, and much sooner than transportation models had forecast. This short-term benefit is achieved at the expense of transit and active transportation options. While not everyone will use these options, making them more available and more attractive promotes more efficient transportation systems. Wider, busier roads are uncomfortable for some non-vehicular users, discouraging the use of alternative modes of transportation.

Even though the focus of the transportation policies is working to address congestion with different tools, the City has already planned and funded key road connections for the community's future growth. In 2018, City voters approved two propositions that authorized 10.9 miles of new roads and widening projects for major and minor arterials with dozens of bicycle and pedestrian improvements City-wide. This package of road improvements also included the Lone Tree Overpass over the railroad tracks to create an additional north-south connection near downtown (see Policy Maps 4-3 and 4-5). Although these propositions extended and expanded the transportation tax with expected revenue of $266 million over 21 years, the approved tax covered only 15 percent of the anticipated bicycle and pedestrian improvements necessary to support a multimodal network that can address transportation costs and GHG emissions as outlined in the 2022 ATMP.

A key component of creating a comprehensive and inclusive transportation environment in the Region is considering the safety and comfort of travelers using various modes of transport. One method for creating safer transportation spaces is to design streets with narrower motor vehicle lanes. Drivers tend to drive more slowly in narrow lanes, and speed is a major factor in the severity of vehicle collisions. A Johns Hopkins University study conducted on 1,117 street sections found that reducing vehicle lane widths can result in significantly fewer non-intersection traffic crashes, providing a safer environment for automobiles and alternative modes of transportation.[1] Narrower streets provide additional space for features, such as bike lanes, street tree coverage, or traffic calming devices that lead to a more comfortable bicycle and pedestrian experience and a more robust transit experience. Potential options for appropriately designating areas for narrow streets include specifying lane width in lane design standards or even implementing a context classification system for road design based on area needs. Narrower streets are also easier to create safe crossings for pedestrians, bicyclists, and micromobility users.

In 2021 the City embarked on a program called the "Big Shift" to reimagine the cycle of short-term gains and long-term losses and improve the community's quality of life, health, sustainability and affordability. The Big Shift prioritizes managing demand, reducing VMT, and prioritizing walking, biking and transit while building systems that create useful, safe, and comfortable paths of travel between the places people need and want to go. This is a fundamental change in how the transportation system is designed and how people move around the community. The Big Shift requires considering how the City can best utilize its limited space and funding in rights-of-way, rethinking parking requirements, allowing new approaches to managing traffic demand, and designing or re-purposing streets to slow traffic and foster community connections. Other approaches include creating connectivity for all modes to reduce travel distances; supporting the transition of the City's streets to multimodal travelways by updating its Engineering Standards; increasing micromobility access and infrastructure; and designing, building, and improving streets so they are safer and more comfortable for pedestrians, cyclists, and transit users.

Active Transportation

Active transportation is a human-powered mode of transportation, such as walking or biking, that can be used for both leisure and practical purposes. Active transportation users find numerous roadways in the Region uncomfortable, inaccessible, or even dangerous to cross because the corridors are wide, and because of the speed and volume of traffic. These types of roadways create barriers in the walking and biking network.

Walking and biking are critical modes of transportation for the significant portion of the community who cannot drive or do not have access to a vehicle. They are also important elements of a robust transportation system and are integral parts of a larger context of land use, community character, and street design. In 2022, the City adopted the ATMP which set forth objectives and actions to provide better support for walking, biking, other forms of micromobility like scooters and skateboards, and transit use. The ATMP targets increasing active transportation from 27 to 54 percent of all trips, and from 17 to 34 percent of trips commuting to and from work, by 2042.

As of 2024 there were just more than 59 miles of FUTS trails in the City. The overall master plan shows about 80 miles of future trails, to complete a planned system of 130 miles to support regional mobility and accessibility for active transportation (see Policy Maps 4-5 and 4-6). In combination, the FUTS and Bikeways Policy Maps introduce a more robust network than conventional bike lanes and the FUTS alone. The proposed layered network:

- Is designed to be low stress and comfortable, so most users would feel safe and comfortable riding a bicycle, regardless of their skill level.
- Establishes a hierarchy, with primary bikeways serving as the backbone system of main routes for crosstown and regional bicycle travel.
- Integrates functionality and transition across a variety of facilities.
- Is comprehensive and cohesive, so anyone can travel conveniently and easily by bicycle to destinations and neighborhoods throughout the community.

Providing enhanced and grade-separated crossings (see Policy Map 4-8) is another key element to providing safe, comfortable access where roads intersect with the FUTS, bikeways, and other trails and paths within the active transportation network. Enhancements can be used at any crossing location; however, they are most beneficial at mid-block and uncontrolled crossings (i.e., crossings that do not have signs or traffic signals). Combinations of enhanced crossing treatments are the most effective and can improve pedestrian and cyclist crossings on high-volume, high-speed roadways. Typical treatments include median refuge islands, advanced yield lines, curb extensions, landscape features, pedestrian activated flashing beacons, advance warning signage, and pedestrian-scaled lighting. Pedestrian crossings are an essential element of a robust transit system especially when they provide a safe connection to and from transit stops and final destinations.

See the Transportation Framework in Chapter 4 for Urban and Regional Trails, Bikeways, and Crossings maps.

Electric micromobility is changing how people get around Flagstaff. It is an emerging component of transportation electrification. Micromobility technology is a rapidly evolving category of light-weight individual transportation devices. Electric micromobility devices assist people in moving around more quickly than a traditional bicycle or scooter and require significantly less physical effort. These devices use very little electricity, especially when compared to the amount of gasoline required to drive a vehicle. If used as an alternative to vehicle commutes, they remove vehicle traffic from the road and have a small footprint, reducing congestion, GHG emissions, and parking demand. These devices are present in the Region, and are already providing accessible, affordable, low-carbon transportation options. Users can buy them at local and national retailers. To support further adoption of micromobility devices, it is important to provide safe and comfortable routes for micromobility users and consider these devices alongside bicycles and pedestrians when planning for shared streets.

Transit

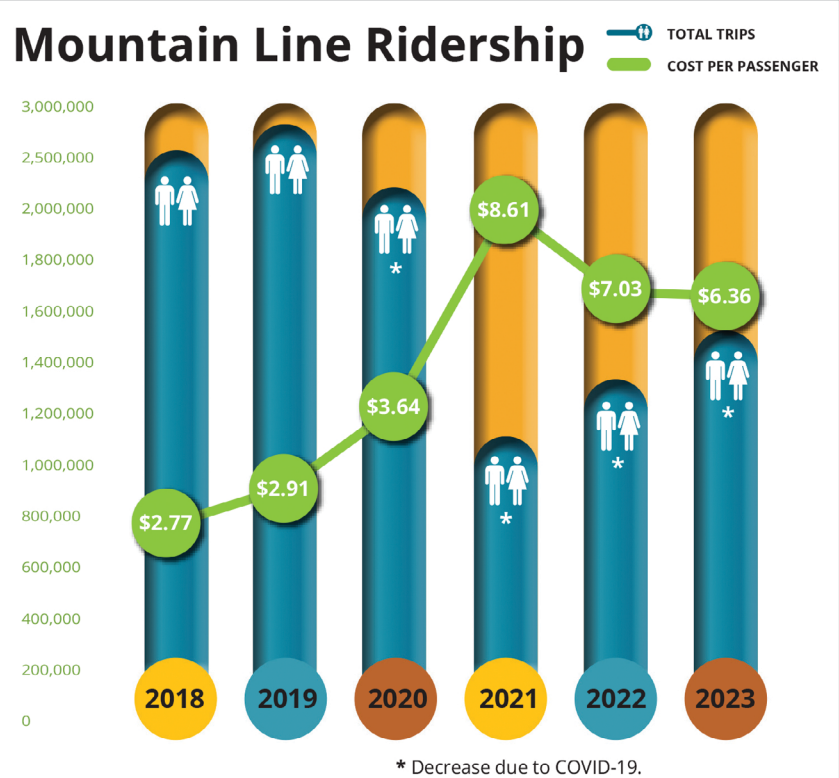
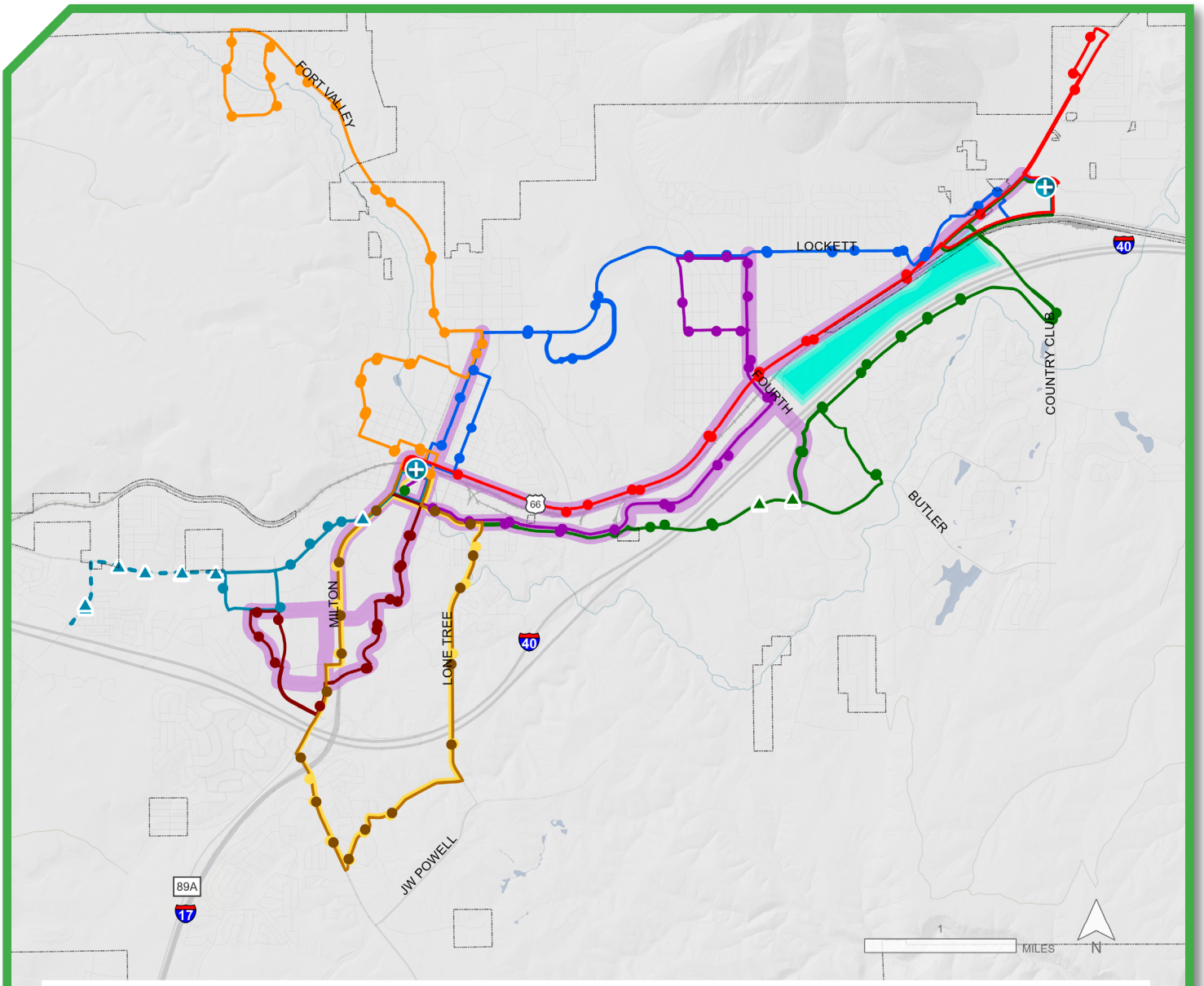


Figure 6-1: Mountain Line Ridership 2018-2023. Source: Mountain Line Fiscal Year 2023 Annual Report

The Mountain Line transit system is a critical element of the Region's transportation system and daily travel. Sixty-five percent of transit riders say Mountain Line is their only source of transportation; 40 percent of riders use Mountain Line to get to work; and 25 percent of riders use Mountain Line to get to school.[2] Currently, Mountain Line provides fixed-route service and paratransit within City limits. The agency provides a rideshare program in the County and has a subsidized taxi program for paratransit for the Region.

Mountain Line operations and ridership grew steadily from 2001 to 2019. In 2001, Mountain Line started with four routes and 100,000 trips. By 2019, service had increased to nine routes and 2,500,000 trips. The COVID-19 pandemic impacted ridership; and in 2023, transit ridership was 62 percent of what it was in 2019. Mountain Line currently operates nine



Information Map 6-1: Transit Network, 2024

routes within the City out of the Downtown Connection Center where, every day, 355 buses pulse in and out.

Mountain Line's 2023 Five-Year Transit Plan, *Flagstaff in Motion*, has two main goals that guide improvements to increase transit ridership. The first goal is to target areas with the highest ridership potential. The second goal is to support transit-dependent populations. Major considerations in the evaluation and prioritization of transit improvements are to increase access and equity, and to align with efforts to help solve major community issues around affordability, climate action, housing, workforce shortage, and transportation infrastructure. The transit improvements outlined in the Mountain Line plan are for buses to arrive more often and for longer periods of time on the majority of routes Monday through Saturday, and to add coverage to new areas such as along West Route 66 to Woody Mountain Road.

As of 2024, 60 percent of the City population lives within a quarter mile of a Mountain Line stop and 80 percent of jobs in the City are within a quarter mile of a transit stop. In 2021, Mountain Line added a micro-transit service in the Huntington and Industrial corridor, an area hard to serve by a fixed route but with a high concentration of human service organizations. Moutain Line paratransit services provie an "ADA Guaranteed Ride Area," which is an origin-to-destination, demand-responsive service that mirrors the fixed-route services' times and areas. Mountain Line also has a vanpool, which provides a shared-ride program throughout the County. As of 2024, Mountain Line did not have fixed-route service outside City limits; its primary funding source is a City sales tax dedicated to transit.

A Permanent Transit Network (see Information Map 6-1) serves as a spine for the Mountain Line system. It provides opportunities for transfers and to create a transit-supportive land use pattern. The Permanent Transit Network serves the most central Urban Centers, Neighborhoods and Corridors, and some Suburban Centers and Corridors. The connection between the land use pattern, a complete and comfortable pedestrian and bicyclenetwork, and transit services in these areas is important for reducing the cost and environmental impacts of transportation within the Region.

Airport, Rail, and Freight

Flagstaff Pulliam Airport is a City-owned, regional commercial and general aviation airport that serves Northern Arizona. It is the highest elevation airport in Arizona and comprises 795 acres, which include avigation easements on the Coconino National Forest. The City constructed the airport in 1949. It provides access for airline passengers, cargo aircraft, private general aviation aircraft, and public safety aircraft. Its facilities include the passenger terminal, Aircraft Rescue and Firefighting Station, Wildland Fire Management Station 10, airport-owned aircraft storage hangars and shades, privately operated aircraft storage and maintenance facilities, and parcels that provide direct access into the airport for aviation related businesses. The airport is accessible from I-17 and has several vehicle rental businesses. There is currently no public transit serving the airport.[3]

The BNSF Railway operates freight rail on the transcontinental railroad that runs through central Flagstaff, and in the County, including the communities of Bellemont and Winona; through Amtrak, it permits passenger rail service on its line. The rail connects the ports of Southern California with the midwestern states and the Mississippi River. Demand for freight rail is expanding. To increase safety and efficiency, BNSF is working in coordination with the Rio de Flag Flood Control Project and the Downtown Mile Project to complete a third rail next to the two existing rails.

Amtrak services rail and bus passengers at the train station in Downtown Flagstaff, which is Amtrak's busiest Arizona train station. Ridership peaked in 2019 at 43,463 and then declined for two years due to the COVID-19 pandemic. In 2022, ridership was 26,266 passengers.[4]

Freight also moves through the Region on commercial truck routes. Both I-17 and I-40 are classified as part of the Primary Highway Freight System and I-40 in particular aligns with the Strategic Road Corridor Network. The segment of I-40 between the City and Winslow carried an Average Annual Daily Truck Traffic of more than 7,500 trucks.[5] For cross and through-town freight, the City's Engineering Design Standards and Specifications identify truck routes as areas of emphasis for safe and efficient local freight trips on existing and future roadways.

TRANSPORTATION FINDINGS FROM THE SCENARIO PLANNING PROCESS

The scenario planning process highlighted several key concerns about regional transportation. First, it revealed the challenges of maintaining and expanding transportation infrastructure as the Region grows. New development, particularly in areas without existing infrastructure, requires significant investments in transportation and other utilities. These investments involve up-front costs and require a commitment to on-going maintenance. The larger and more spread out the transportation system becomes, the more costly it is to maintain. If funding for transportation cannot keep pace with growth, the Region could face a poor fiscal outlook.

As Chapter 4, Growth and Land Use explains, the Preferred Scenario for the Region addresses these concerns by prioritizing alternative transportation choices and encouraging infill development. This results in improved biking, walking, and public transit infrastructure and yields the largest reduction in driving per household compared to the base year (2019). In the Preferred Scenario, the Region would:

- Encourage higher density development near public transit investments.
- Support safety and convenience for the most vulnerable road users.
- Reduce reliance on the automobile.



Milton Road

Encourage Higher Density Near Public Transit Investments

One of the future challenges identified by the scenario planning process was the potential for lower state and federal transportation funding. Continuing to serve development in areas far from existing infrastructure will be costly and could prove challenging if funding levels decline. To navigate this challenge, the scenario assumes better coordination between transportation investments and areas where higher density development is planned. The Preferred Scenario achieves this by concentrating new growth around existing and planned infrastructure – specifically Mountain Line's existing fixed-route bus network and the improvements proposed by the City's ATMP. The location of these investments allows increased but still limited funding to be spent more efficiently and to create lower household transportation costs. Coordinating the location of affordable housing and public transit decreases the need for long commutes into the City. The same increase in funding spent in other areas or ways was shown to be less effective and would cost more to achieve the same desired results. The Preferred Scenario achieved the Region's transportation vision by assuming increased local spending on transportation infrastructure that supports biking, walking, and public transit.

For additional information see the Transportation Assumptions Memorandum.

Safety and Convenience for the Most Vulnerable

One of the commonly heard themes during the scenario planning process was the need for the Region to improve infrastructure for vulnerable road users: people who walk, ride, roll, and use transit. In particular, many participants in the scenario planning process expressed a desire for prioritizing infrastructure investments in East Flagstaff and in the Region's unincorporated communities. The scenario planning process explored this concept by testing two scenarios: Centers and Corridors and Neighborhood Infill that allocated growth and transportation investments near existing public transit infrastructure and high-priority, planned walking and biking investments included in the ATMP. Ultimately, many of these concepts were included in the Preferred Scenario, which helped to make it the scenario with the highest share of walk and bike trips.

For additional information see the Active Transportation and Scenario Performance Highlights.

Reducing Reliance on the Automobile

Reducing VMT is critical to reducing emissions from this sector, reducing the cost of living for residents who rely on vehicle trips, and reducing demands on shared infrastructure. While none of the scenarios tested reduce total VMT from 2024 levels, the Preferred Scenario resulted in the smallest increase. It also resulted in a decrease in VMT per household, which means the package of transportation investments and land-use changes results in the average household driving less than in 2024. The Preferred Scenario achieves this result by developing housing near Mountain Line's existing transit infrastructure and in areas that are well connected to employment and commercial uses. It also minimizes density at the developed edge of the Region. Specifically, it replaces many of the Activity Centers in new growth areas such as the JW Powell Boulevard corridor with a less intense Suburban Neighborhood with Neighborhood Commercial opportunities. The Scenario focuses more intense development in places like Downtown, near NAU, and East Flagstaff. In greenfield areas the plan focuses on Neighborhood Commercial, Corridors, and Employment opportunities.

FURTHER CONSIDERATIONS IN TRANSPORTATION PLANNING

Intelligent Transportation Systems (ITS) are integrations of wireless and wired communication and computers to improve the safety, mobility, and operations of the transportation system. ITS is a critical component of meeting the Region's cost of development goals because it can increase the transportation system's functionality for all land uses and support reaching higher densities at lower costs. Along Butler Avenue, the City invested in a fiber optic communications line that linked the traffic signals along the corridor so they can be monitored for malfunctions and adjusted for changing traffic due to construction, weather, and roadway closures, crashes, and other system disruptions. ITS solutions can also be employed to expand Americans with Disabilities (ADA) accessibility, transit signal prioritization, and emergency vehicle access, and to support the future of vehicle automation.

Transportation Demand Management

Transportation Demand Management (TDM) is a transportation policy approach to increase the efficiency of transportation systems by reducing or redistributing vehicle demand in a specific space or time, while simultaneously encouraging use of other, more-sustainable travel modes, including walking, biking, and transit.[6] About 37 percent of vehicle trips in the City are less than 2.5 miles long, and 11 percent are less than a mile. These short trips represent an opportunity to reduce congestion by shifting travel to active transportation modes and transit. At a practical level, TDM is a comprehensive collection of policy changes; improved infrastructure for walking, biking, and transit; parking management strategies; support and encouragement programs; incentives and disincentives; and land use changes. Some examples that have been implemented at NAU are parking fees, a bike library, transit way, and an internal bus system to support a park-once environment. In response to these strategies, apartment complexes have found it advantageous to offer bus passes as an incentive for residents who want convenient access to the NAU campus. The City and other businesses or institutions have many yet-to-be implemented options to manage travel demand further, ranging from code changes that would incentivize demand management to encouraging carpooling at Flagstaff's kindergarten-through-12th-grade schools.



A bus stop on the NAU campus. Credit: Mountain Line



South Beaver Street in snowy conditions

Safety

In 2022, the County's unintentional injury mortality rate from motor vehicle crashes was 11 percent higher than the national mortality rate and six-percent higher than the Arizona mortality rate. Motor vehicle crashes were the second highest cause of unintentional injury deaths in the County. Thirty-two percent of deaths of children aged one to 17 years were due to motor vehicle crashes. CCHHS has listed motor vehicle crashes as one of the top five physical health challenges in the community.[7] The safety risks on the roads and streets are not unique to this Region, but the exposure and risk within the Region are higher than average, which makes responding more urgent.

The City monitors crash incidents with serious injuries or fatalities across the roadway network and identifies which road segments have repeatedly had issues of crash severity, risk exposure, or high complexity.[8] In the past decade, crashes with serious injuries or fatalities have been steady or slightly decreasing in the City (see Figure 6-2), in contrast to national trends. The crash report helps staff prioritize projects that can increase safety where it is most needed and supports leveraging local funding with safety funding available through state and federal sources. Improving the safety of the network is critical to the transit and active transportation networks to support reducing vehicle dependence and meeting the City's carbon neutrality goal.

Safe System Approach and Road to Zero: Grappling with the increased risk of death and injury from transportation crashes in the US is a public health issue getting attention across the public and private sectors. The vision of eliminating fatalities and serious injuries on the nation's roads is shared through such parallel initiatives as Vision Zero, Toward Zero Deaths, and Road to Zero. The Federal Highway Administration (FHWA) promotes the Safe System Approach, which decreased road fatalities by 50 percent between 1994 and 2015 in Sweden and the Netherlands.[9] At the heart of all of these frameworks is a willingness to place safety as the principal consideration in road system investments and design work.

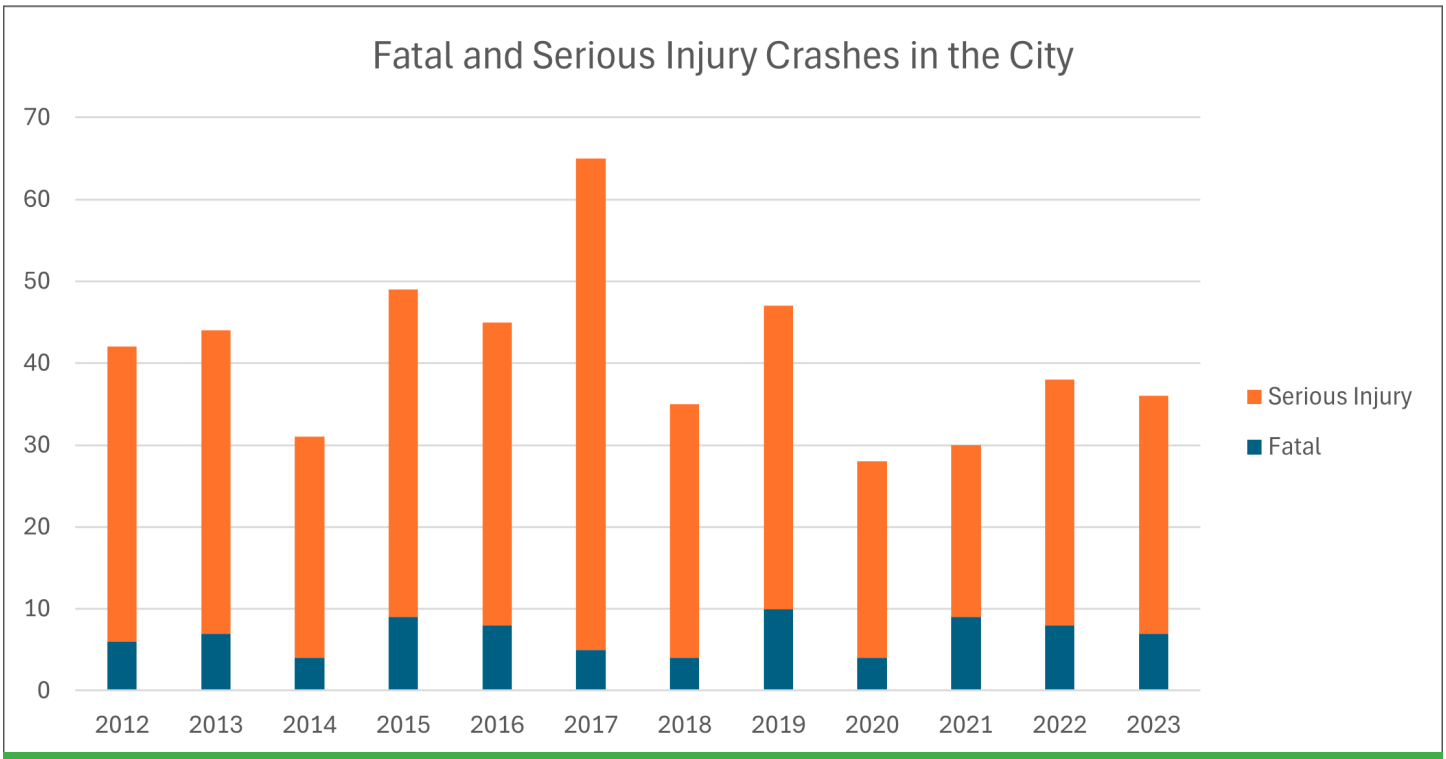


Figure 6-2: Fatal and Serious Injury Crashes in the City

The most vulnerable roadway users, or those who bear a disproportionate risk of injury or death, are people outside of vehicles, children, older adults, people with disabilities, people of color, and people walking in lower income areas.[10] Transportation equity means addressing the safety concerns of these most vulnerable of road users through improved design standards and the geographic evaluation of existing locations with increased crash severity and frequency. Accessible universal design is essential in addressing the needs of these most vulnerable of road users. Street level interventions and redesigns such as roundabouts, high visibility pedestrian crossings, accessible pedestrian signal devices, and traffic calming measures, are increasingly common. Additional projects such as these are needed to make a difference in the safety of the Region.

Environmental and Climate Impacts

Sustainable transportation options are critical to meeting the City's carbon neutrality goal. The City's *Carbon Neutrality Plan* calls for 30 percent of internal vehicle miles traveled (trips that originate and end in the City) to be in electric vehicles (EVs) by 2030, in combination with encouraging switching to more active and carbon-free forms of transportation (see Chapter 10, Energy and Climate Action for more on EV charging infrastructure). Reducing GHG emissions will require a transition to clean, low-emission vehicles and increased infrastructure, and support for, and use of active transportation, micromobility, and transit. To achieve this goal, the City will need to prioritize developing safer, more comprehensive networks for all modes of transportation. This includes adopting policies and programs that manage single-occupancy vehicle demand more effectively, enhancing design standards, and promoting comfortable active transportation options.

Streetscapes and Parking

Streetscapes are the collective appearance of the public and private elements of the view along a street. Streetscapes are dynamic and full of motion including the functional and aesthetic elements of the corridor's built and natural environment. In addition to the road, sidewalks, bikeways, and other transportation features, public art, decorative features, street furniture, parkways, landscaping, seating, and other streetscape interventions may be used to provide benefits for public health, safety, economic development, and sense of community.[11] The concept of a streetscape recognizes that streets are for more than just vehicle movement and are connected and activated spaces with appropriate managment and design. The Regional Plan manages enhanced streetscapes by acknowledging and considering Great Streets (see Chapter 3, Goals and Policies and Chapter 4, Growth and Land Use for more information).

In 2017, the City adopted a comprehensive parking program for the Downtown and surrounding areas including a paid parking district, residential and employee parking, and management of municipally owned surface lots. ParkFlag was founded as the operational management and enforcement section within the City with the objective of better managing the City's parking supply, providing a dedicated funding source for additional public parking, and promoting multimodal options for the Downtown area.

Winter Parking: The City's Winter Parking Ordinance is among the most restrictive in the country, prohibiting parking on City streets or alleyways from midnight to 7 a.m. between November 1 and April 1, regardless of weather conditions. The purpose is to allow crews to plow streets thoroughly, and it aids street sweepers in the removal of cinders following a snowstorm. However, very few cities with similar winter conditions approach winter parking restrictions as Flagstaff does. Many other snowy cities do not impose any winter parking restrictions. Other cities maintain the ability to establish parking restrictions if hazardous conditions require it or they employ odd/even parking strategies. Odd/even parking requires residents to park on one side of the street based on the calendar date. For example, on odd-numbered days, vehicles park on the odd-numbered side of the street, and on even-numbered days, parking is allowed on the opposite side. This practice also enables snowplows to clear streets effectively, while still allowing residents to take advantage of street parking.

Curbside management strategies balance the need of all roadway users in making decisions about the use of the edge of the right-of-way, an area that historically was exclusively a spot for vehicle parking and commercial loading. Curbsides can also be evaluated for placemaking opportunities or as supportive extensions of adjacent businesses. In response to restrictions on indoor gatherings during the COVID-19 pandemic, the City took a renewed look at managing the space in the right-of-way to support businesses and restaurants. These expanded uses of the rights-of-way included planters and barriers to close streets for summer activities, alley closures for pedestrian-only use, and parklets for restaurant seating. A parklet is a small public space created by repurposing one or more on-street parking spaces. Today, some of these temporary features have become longer term curbside shared spaces. A broader definition of curb space that support communities now includes traditional demands as well as bike share stations, scooter corrals, mobility hubs, outdoor dining, or gathering spaces.[12] Curbside management programs and designs can also address the increasing demand for delivery, ride sharing, and other technology-driven transportation changes that require additional drop-off and pick-up locations.

The County's Engineering Design and Construction Manual provides standards and design requirements for transportation improvements within the County, including on rural roads. Streetscape features in the County differ from those in the City and do not include as much variety or intensity of parking, multimodal and transit needs, and curbside features. When funding is available, the County streetscape work focuses on opportunities to provide multimodal improvements such as multi-use trails, widened asphalt roadway shoulders, and other design features on rural roadways.

Action Items

High Priority Action Items (see Appendix C for additional information).

Type of Action	Item	Timing
Fund	Evaluate alternative methods of snow removal to allow for year-round, on-street parking, and multimodal travel (City only).	Short term
Plan	Complete a transportation master plan for the City.	Short term
Fund	Establish rural transit service within the Region that is consistent with County land use plans based on funding availability, cost effectiveness, location of major trip generators, distance between generators, and the needs of transit-dependent individuals.	Mid term

Other Action Items: While important, these projects may be prioritized as opportunities and funding arise.

Type of Action	Item	Timing
Plan	Increase the number of grade-separated railroad and interstate crossings.	Long term
Code	Update the City Subdivision Code and Engineering Standards to improve network connectivity and accessibility for all travel modes and to create standards for the spacing of arterials, collectors, block sizes, and local road connections between adjacent neighborhoods.	Mid term
Fund	Incorporate the needs for ITS and electrification improvements in the CIP and project design where appropriate.	Mid term
Plan	Evaluate the use of ITS signal technology to determine the appropriate signal prioritization for all road users including transit, emergency vehicles, and snowplows.	Mid term
Partner	Collaborate on integrating ITS capabilities and the potential establishment of a Traffic Operations Center.	Long term
Code	Develop better multimodal evaluation tools in Transportation Impact Analyses and explore the potential for fees in support of affordability and active transportation goals (City only).	Mid term
Code	Update City Codes to set consistent standards and processes for constructing transit improvements (City only).	Mid term
Partner	Partner with Mountain Line in corridor planning efforts and the transportation master plan.	Continuous
Fund	Continue to fill in sidewalk gaps and create new pedestrian and bike crossings in the existing City infrastructure (City only).	Continuous
Plan	Create wayfinding and other sign design standards to support more robust curb management strategies.	Mid term
Code	Update traffic rules and devices to ensure the safe operation of micromobility vehicles on streets, sidewalks, and bike paths.	Mid term
Plan	Account for all users, including pedestrians and bicyclists, during roadway operation, maintenance, storage, and snow operations.	Continuous
Fund	Maintain streets, pedestrian paths, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and obstructions so they are safe and functional for all users, regardless of transportation mode or ability.	Continuous
Plan	Pursue opportunities for creating public trailheads and linking urban trails to public lands while working to address unauthorized access points onto public lands.	Continuous

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10. *Smart Growth America, Dangerous By Design, 2024.*
11. *American Planning Association, Benefits of Street-Scale Features, 2015.*
12. *Institute of Transportation Engineers, Curbside Practitioners Guide.*
13. *National Research Center, Inc., Flagstaff Trip Diary, 2018.*

CHAPTER 7

RESOURCE STEWARDSHIP AND RESILIENCE



Artist: Lily

RESOURCE STEWARDSHIP AND RESILIENCE

BACKGROUND

Environmental Stewardship - A Place like No Other

The Region is a place where the natural and cultural resources and the community's relationship with the land, sky, and water are an incomparable gift. The three main summits of the San Francisco Peaks are a dramatic reminder of how the forces of fire and water have defined the Region's natural resources and provided a dynamic ecosystem that is reflected in its arts and sciences.

Stewardship of the natural and cultural environment is the shared responsibility of every person who lives, works, or visits the Region, including federal and state agencies, tribal communities, the City, County, private organizations, and their non-profit partners. With emerging risks from climate change including uncharacteristic wildfire and flooding, stewardship of these resources is an ongoing and evolving need.

Environmental Planning

All the resources discussed in this chapter are interdependent with the people in the Region. They influence the Region's communities by affecting how individuals live, work, and play, and how neighborhoods function. Maintaining the balance between natural and human systems and providing for conservation and production of resources that support human development is a key part of environmental planning. Key land use topics in environmental planning that demonstrate the influence of people on the landscape are forestry, livestock grazing, agriculture and farming, energy development, mineral extraction, scenery and recreation management, and urban development. These topics are discussed in greater detail in Chapter 4, Growth and Land Use, and Chapter 8, Parks, Recreation, and Open Space.



Snow-covered pines

Air

Air that is free of light and pollutants is a highly valued natural resource in the Region. Air quality metrics for ozone, particulate matter, nitrogen oxides, sulfur oxides, carbon monoxide, and lead are currently in compliance with the National Ambient Air Quality Standards; therefore, the Region is not subject to the statewide programs required for non-attainment areas.

Particulate matter is a periodic air quality concern created by a mixture of solid particles and liquid droplets, sometimes including dust, smoke, dirt, and soot, that can influence the Region's air quality. These particles come in many sizes and shapes and can comprise hundreds of chemicals; some are emitted directly from a source, such as construction sites, unpaved roads, fires, or automobiles. Particle pollution of fine particles (2.5 micrometers or less in size) can cause serious health problems. Individuals who have lung diseases experience the negative consequences of particle pollution over a much shorter period of time.

The Region has experienced acute issues with particle pollution tied to smoke events such as local wildfires or wildfires burning as far away as California, Nevada, or New Mexico. Local fire management agencies coordinate beneficial fires (such as prescribed burns and beneficial wildfires) and other forest treatments to reduce the likelihood of high-intensity, long-duration smoke events; reduce the cumulative impacts to human health; and reduce the risk of uncharacteristic wildfire. Not all impacts from prescribed burns can be avoided. The Region's fire-adapted forests require the frequent presence of fire to maintain natural ecological processes that also reduce wildfire risks and impacts to the community. While fire managers can oversee beneficial fire plans to mitigate smoke impacts for residents and visitors, climate change could lead to an increase in unanticipated high-severity wildfires that negatively impact air quality and, therefore, the entire Region.

Dark Skies

The City and Northern Arizona have achieved worldwide recognition for innovative leadership in the protection of dark skies. Beginning in 1958, the City fostered one of the nation's most protected and treasured night skies. Both the City and County adopted comprehensive zoning regulations for outdoor lighting in 1989; since then, the codes have been periodically updated and strengthened. The purpose of these zoning regulations is to help assure that dark skies remain a resource for community members and visitors to enjoy, and to provide safe and efficient outdoor lighting that protects the Region's dark skies from careless and wasteful lighting practices. The Region's residents value dark, starry nights as a resource from which humans and nature benefit. Unlike other communities, residents throughout the Region do not have to drive to a remote vacation spot in a national park to expeirence the night sky. On October 24, 2001, Flagstaff was recognized as the world's first International Dark Sky Community for its pioneering work balancing preservation of its night sky natural resource with concerns about public safety and economic security.

The City and surrounding areas are uniquely suited for astronomical observation because of Flagstaff's legacy of protecting its night sky, along with the Region's topographic and atmospheric conditions. The Region now supports an astronomy industry that includes Lowell Observatory, the US Naval Observatory Flagstaff Station (NOFS), the Navy Prototype Optical Interferometer, the National Undergraduate Research Observatory, the US Geological Survey (USGS) Astrogeology Center, and the new Discovery Channel Telescope. In 2019, the NOFS completed a Mission Compatibility study to evaluate mission impact from light pollution, present findings, and outline recommendations for consideration by the City and County to minimize the impact to the dark sky and the NOFS military mission. The findings of this report were incorporated into the JLUS for Camp Navajo and the NOFS.

Fire

Northern Arizona's Ponderosa pine forests and woodlands have existed for thousands of years and have evolved to benefit from frequent fires ignited by seasonal monsoonal weather patterns and cultural burning practices initiated by Indigenous people throughout the Region's history. A century of fire-suppression-based management has left the forest in an altered condition that puts the Region at great risk for high-severity wildfires, threatening its natural resources, economy, infrastructure, and human health. Landscape treatments, such as prescribed burns and selective thinning, and mitigations to the built environment are needed to protect communities and restore the ecosystems that are out of balance. See Chapter 11, Infrastructure and Public Safety, for more information on fire-related partnerships and programs.

Climate models predict that the Region will face decreases in annual snowpack and an average temperature increase of up to a 5°F by 2050 because of human-caused GHG emissions.[1] The projected increases in temperature and weather volatility are expected to result in changes to the Region's forests, its vegetation and wildlife communities, and the community's systems and infrastructure.



Starry night skies above Flagstaff

Water

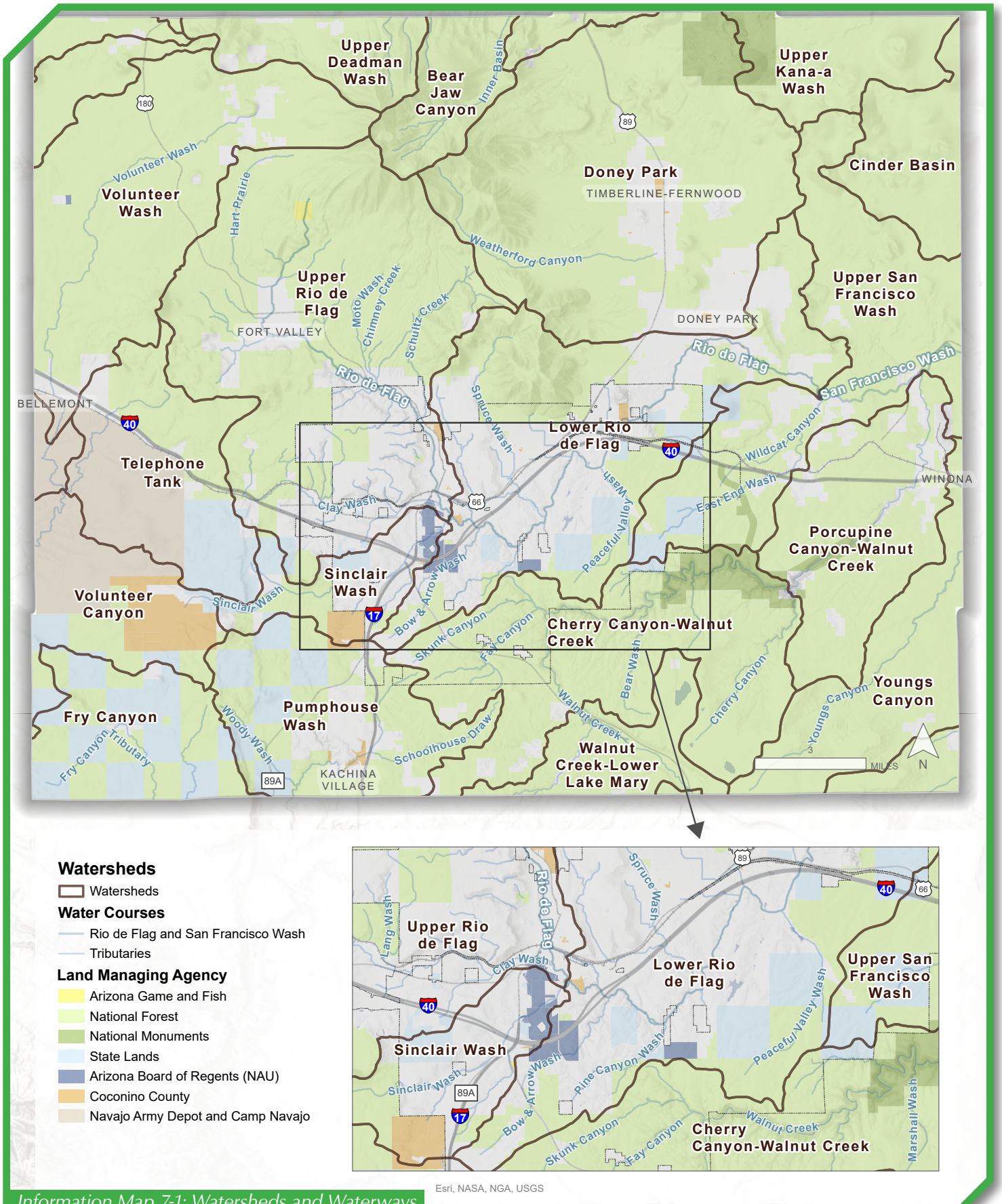
Watersheds are land areas that direct rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, aquifers, bays, and the ocean. They provide enormous ecosystem benefits and important functions, such as flood control, nutrient cycling, water storage and filtration, and soil formation, while supporting biodiversity, wildlife corridors, food production, and recreation. In fire-adapted ecosystems, watershed health can increase resilience to uncharacteristic wildfires. Society benefits from a healthy ecosystem and the services provided, through clean drinking water, improved public safety, and recreation (see Chapter 9, Water Resource Management, for more information on aquifers and drinking water).

The Region is primarily located in the Canyon Diablo subbasin of the Little Colorado River Watershed and the Upper Verde River subbasin of the Verde River Watershed as defined by the USGS's Office of Water Data. In the Region, the two subbasins are further divided into 22 watersheds. Three of these watersheds have integrated watershed management plans: Rio de Flag, which has the majority of the Flagstaff urbanized area within it; the Verde River; and Oak Creek. The Verde River and Oak Creek watersheds are connected to the southwest portion of the Region and pass through Sedona and the Verde Valley into the Wild and Scenic River portion of the upper Verde River. Each watershed plan is organized around partnerships for watershed restoration and protection across jurisdictional boundaries.

Most streams and waterways in these subbasins are ephemeral or intermittent, meaning they only have water during spring runoff and summer monsoon events, unless they are supplied by reclaimed water or springs. The geology of the Region allows for springs, seeps, and ciénegas to exist across the landscape, which benefits people, wildlife, and vegetative diversity. Many of these natural water features form along hillslopes such as Observatory Mesa, and only a portion of them are mapped. Most perennial springs are located below the Mogollon Rim south of Flagstaff though they are charged by the aquifers that flow beneath the Region. There are also manmade lakes and ponds; for example, Lake Mary was constructed to support the City's municipal water supply, while Francis Short Pond was built in the early 1920s following significant flooding.[2] It is estimated that 85 percent of wildlife species in Arizona depend on these intermittent and manmade wetlands at some point in their life cycle. The network of manmade lakes and wetlands on Anderson Mesa and the Picture Canyon section of the Rio de Flag are both perennial water sources that are critical for wildlife. The Anderson Mesa wetland complex, for example, has been designated as an Audubon Society Important Bird Area (IBA). Recognizing the importance of water sources for wildlife, the City and AZGFD entered into an agreement to provide water for the I-40 wetlands, Picture Canyon, and Francis Short Pond. In addition to these sites, the Region has riparian areas (stream channels dominated by native willows, box-elder maples, cottonwoods, native water-loving grasses and forbs) that have not been comprehensively mapped but are enjoyed by people and the native amphibians, reptiles, birds, and mammals that depend on these plants.

With expected changes to the Region's climate, the impacts of prolonged drought, more frequent and severe wildfires, and the ways in which seasonal and wildfire-related flooding will affect watersheds are pressing concerns. Shorter duration, higher-intensity precipitation events can cause increased flooding with or without fire impacts.

During 2022, the Region experienced more than 45 major flood events, many in watersheds that had recently experienced wildland fires.[3] The 2022-2023 snowpack also created flooding during the spring melt. Multiple agencies manage flooding response and recovery in the Region: the Stormwater section of the City's Water Services division, Public Works, Emergency Management, and Planning and Development Services divisions, and the County through its Flood Control District, Engineering, and Community Development departments (see Chapter 9, Water Resource Management and Chapter 11, Infrastructure and Public Safety for more information).



Esri, NASA, NGA, USGS

Information Map 7-1: Watersheds and Waterways of the Region

Land and Biodiversity

Land is a foundational element of the natural system that determines the availability of resources and the biodiversity of the Region. It is also foundational for the systems on which human communities are built. Soils and geology within the Region are diverse and unique due to the variety of rock types, geological processes, and interacting geomorphic systems. Sedimentary rock layers, like those seen in the Grand Canyon, subjected to karst activity and volcanic and tectonic events—like those that formed the San Francisco Peaks—create the biodiversity and dramatic landscape that have long supported human habitation of the Colorado Plateau.

The landscape of the City and County is iconic as demonstrated by the three National Monuments within the Region and the national parks that surround it. The viewsheds associated with the San Francisco Peaks, Mt. Elden, and the National Monuments are important cultural centers for the Region and are a considerable asset to the quality of life for all. Protecting the viewsheds on the Region's federal land is part of the management plans for the Region's national forests and parks. On private land, the City and County have limited ability to protect viewsheds but encourage that they be considered carefully in site planning and in public projects. Viewshed management on City, state, and private land is primarily a consideration of parks and open spaces and their design (see Chapter 3, Goals and Policies for related goals and policies).

The Region's forests, grasslands, wetlands, and other ecosystems support a diverse array of plant and wildlife species. The Region is part of the largest contiguous Ponderosa pine ecosystem in the world. This ecosystem has been heavily impacted by the fire suppression and logging strategies of the last century, and other developments. Woodlands and grasslands provide habitat for rare plants and forage for wildlife. These flora are particularly vulnerable to climate change, and many are important to preserving and maintaining indigenous cultural practices.



Lockett Meadow

In all of these ecosystems, non-native plants change the availability of food and elevate the fire risks to wildlife and humans. Invasive exotic species of plants can dramatically reduce the abundance and ecological roles of native species. It is unrealistic and undesirable for the Region to become a fully wild area and retain all native species. Bears, for instance, would not be welcome in Bushmaster Park. It is also unrealistic to eliminate all non-native species, such as red-hot pokers and Japanese honeysuckle, which are common ornamentals in gardens and parks. However, efforts to eliminate priority invasive plants, such as Scotch thistle, Siberian elms, cheatgrass, and knapweed, would improve the Region's natural areas and mitigate the wildfire risks.

Changing climate conditions can exacerbate the loss of plant species and their diversity within the Region's ecosystems. It can also exacerbate the introduction and spread of invasive species. The species' composition and abundance, and the overall ecosystem health of the Region, are an asset to wildlife conservation, tourism, fire protection, and quality of life.

The City has a Resource Protection Overlay, last updated in 2011, that prioritizes floodplains, trees, and steep slope preservation. While the Overlay's requirements have been successful in preserving the natural appearance of land within the City, they have also had unintentional consequences of preventing densities that would address the housing shortage and preserving trees located within the ignition zone of buildings. They have inadvertently increased wildfire risk because of the higher density of trees within neighborhoods by promoting a pattern of trees that is not consistent with the natural forest structure and pattern. Private lands adjacent to National Forest System lands are particularly problematic where higher tree densities and a landscape designed to carry fire naturally encounter properties that are not prepared and maintained for fire protection.

At the landscape scale, the connection between habitat resources that allow wildlife to thrive is vital given the impacts that climate change may have on the location and abundance of water, food, shelter, and their ability to reproduce. Wildlife linkage areas in the County were identified during a multiagency effort in 2011 led by AZGFD. Different species of wildlife use these areas seasonally during migrations and dispersal movements to find food, water, and mates, and to reduce genetic isolation of populations.[4] When animal species from different populations are allowed to mix, they exchange genes. This makes the populations of the species more resilient to environmental changes and catastrophic events. Habitat conservation that supports dispersal and migration of wildlife within these linkage zones will help wildlife adapt to habitat changes that result from climate change and maintain the biodiversity of the Region.

Not every undeveloped parcel of land is equally important in habitat and species conservation efforts. The habitat linkages data provides a broad data source for identifying areas that may be important for migration and dispersal.

Cultural Resources

The pre-history habitation of the Colorado Plateau landscape is evident in the presence of Indigenous people today and the sites that remain from the presence of their ancestors. The recordation, curation, and conservation of the sites and artifacts that tell the story of the Region's Indigenous people and urban history are a cultural, economic, and educational resource protected by federal, state, and local regulations. The City is a Certified Local Government under the National Historic Preservation Act, which makes the City eligible for specialized assistance and funds for developing its own local preservation programs. The City's Zoning Code has a process that ensures the proper curation and documentation of cultural resources that are found during the development review and permitting process. The City also offers technical assistance to property owners and coordinates with state and federal agencies on projects that may impact cultural resources. The *Coconino County Comprehensive Plan* goals and policies support cultural and historic resource protection, and the County may seek to achieve Certified Local Government status.

Significant Natural Resources (Policies DP.5, RS.5, and OS.2)

"Significant natural resources" refers to natural resources and features that are important to the ecosystem because of their ecological role, scientific or habitat value, and/or uniqueness. Significant natural resources may contribute to maintaining healthy watersheds and healthy native plant communities, decreasing erosion and fire risk, and supporting wildlife, especially sensitive species. Per A.R.S. § 9-461.05, the Regional Plan may include "policies and implementation strategies that are designed to ... conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries."

Across Urban, Suburban, Rural, and Employment areas in the Region, the preferred approach to resource conservation is to identify and preserve areas of concentrated resources to support functional ecosystems. These high-value areas for conservation should be aligned with the locations of parks and open space, or civic space in development plans per Regional Plan Policies RS.5 and OS.2. Policy DP.5 goes further than what is required by the State by encouraging greenfield development to provide nature-based solutions for infrastructure. Guidelines in Chapter 4 also encourage that greenfield development be clustered to keep significant natural resource areas intact.

The Significant Natural Resources and Conditions maps (Information Maps 7-2 and 7-3) provide information to consider when evaluating property for development or when drafting development proposals based on data that is reliable and available at the Regional level. Some significant natural resources lack reliable spatial data and are not mapped but should be included in updates to resource survey requirements and considered in discretionary rezoning cases on applicable properties to the extent that can be done so legally. Voluntary conservation is highly encouraged and supported throughout the Region as part of the community culture and values. Best Practices for the Conservation of Significant Natural Resources are found in Chapter 3, Goals and Policies.

Maps in this chapter are to be used to inform decisions and as references to the appropriate data for future projects and efforts. When referencing maps in this chapter, more site-specific data should be collected and verified by the appropriate resource professionals.

Mapped Resources

Geologic Faults

The Region lies within the seismically active Northern Arizona Seismic Belt. On average, the community feels one earthquake per year. The occurrence of past earthquakes indicates that a magnitude 6.0 or larger earthquake could occur. For local technical information, consult the Arizona Earthquake Information Center.

Audubon Bird Sanctuaries and Other Bird Habitat

Within the project area, the local chapter of the Audubon Society recognizes two different categories of bird habitat areas. The Anderson Mesa IBA has been documented as one of two major waterfowl use areas in Arizona during migration. Although a severe drought has continued for the last several years, the natural wetland system within this IBA provides excellent habitat for waterfowl, water birds, and wading birds during years when sufficient moisture occurs during the winter. The local chapter of the Audubon Society has also recognized other smaller areas as regionally important bird habitats and exceptional bird watching. These sites have one or more of the following attributes: a regionally high number of birds; a regionally high diversity of bird species; and/or one or more regionally noteworthy species regularly or seasonally present.

Steep Slopes and Rocky Outcroppings

Natural topography refers to the surface of land (such as a lot, tract, or parcel) before any grading, excavation, or other preparation occurs. It protects developed areas from flooding and erosion. It has an attractive, harmonious appearance and is critical in supporting healthy plant and animal communities including wildlife linkages. Modification of steep slopes alters the drainage pattern of the land in unpredictable ways that can result in flooding and other property damage. Removing vegetation from slopes leads to soil instability and undesirable changes in the soil's chemical and physical properties. Plant and animal communities are very different on south-facing slopes compared to north-facing slopes. Therefore, conserving topography conserves biodiversity.

Riparian Areas, including Springs, Seeps, Wetlands, and Alluvial Soils

Riparian areas sustain a biodiversity of plants and animals, and many riparian areas coincide with floodplains. Floodplains are areas subject to seasonal flooding. Springs and seeps occur where groundwater discharges to the surface and may be ephemeral or perennial. They support important habitats and serve as a water source for wildlife. Conservation of watersheds is essential to securing a safe and adequate water supply for the community. Healthy watersheds allow both infiltration of rain and snowmelt and a functioning system for seasonal runoff. Riparian areas are rare and vital habitats for unique plants and animals. They are critical to the survival of resident and surrounding invertebrates, amphibians, birds and mammals, and serve as wildlife linkages. They help filter water, recharge the aquifer, and reduce flooding, runoff, and erosion.

Wildlife Corridors

Wild animals use wildlife corridors when traveling from one habitat to another on a seasonal or more frequent basis. Corridors ensure thriving wildlife populations through ecological functions including gene flow, predator-prey interactions, and migration. Corridors provide an exciting connection to nature for residents and visitors alike. Wildlife corridors are delineated by the AZGFD Wildlife Linkages data. The agency also offers tools for conserving wildlife connectivity including Wildlife Friendly Fencing Guidelines. Where wildlife-human conflicts exist, for example elk damaging property or causing vehicle collisions, wildife corridors can sometimes be adjusted by developing suitable habitat and/or installing fencing so animals bypass problem areas during their travels.

Unmapped Resources

Gunnison's Prairie Dog Colonies

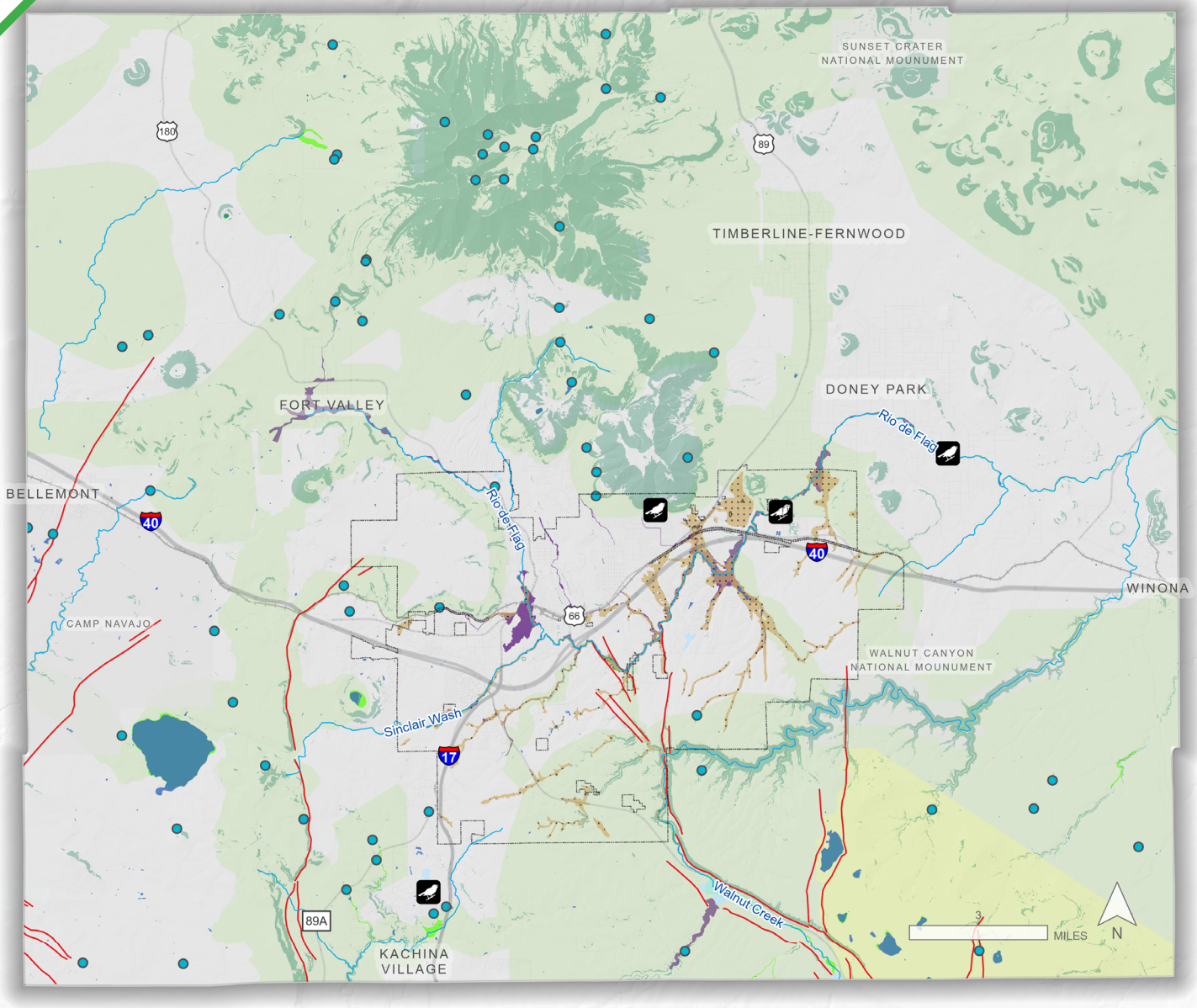
Gunnison's prairie dogs form colonies of burrows in local grasslands. Prairie dogs are considered a grassland keystone species because they provide food, shelter, and habitat for many other animals and plants. They are a Species of Greatest Conservation Need in Arizona's *State Wildlife Action Plan*. They tend to occur in open meadows or disturbed areas with deep soil. Several colonies exist within the greater Flagstaff area including Country Club, the Rio de Flag near Foxglenn, Doney Park, Fort Valley, and even in medians along Route 66.

Large Stands of Ponderosa Pines

The natural structure of a healthy Ponderosa pine forest consists of clusters of trees surrounded by open grassy areas. Historically, old Ponderosa pines were preserved by frequent fire and spacing of tree clusters. Maintaining or restoring natural forest structure results in healthy plant and animal communities and reduces the risk of fire or disease. Fire treatments and vegetation management in the wildland urban interface (WUI) are considerations in areas with Ponderosa pine stands.

Rare Plants

Rare or unique plant communities often occur on a specific soil type and/or topography. Priority plants and soils for conservation include Rusby's milkvetch, Sunset Crater Beardtongue, and rare plants associated with dacite and limestone soils. Many rare plants are associated with steep slopes, and they are oriented on grassy openings such as subalpine or montane grasslands. Rare plants play an important role in sustaining biodiversity by serving as hosts and nectar sources for invertebrates and birds.

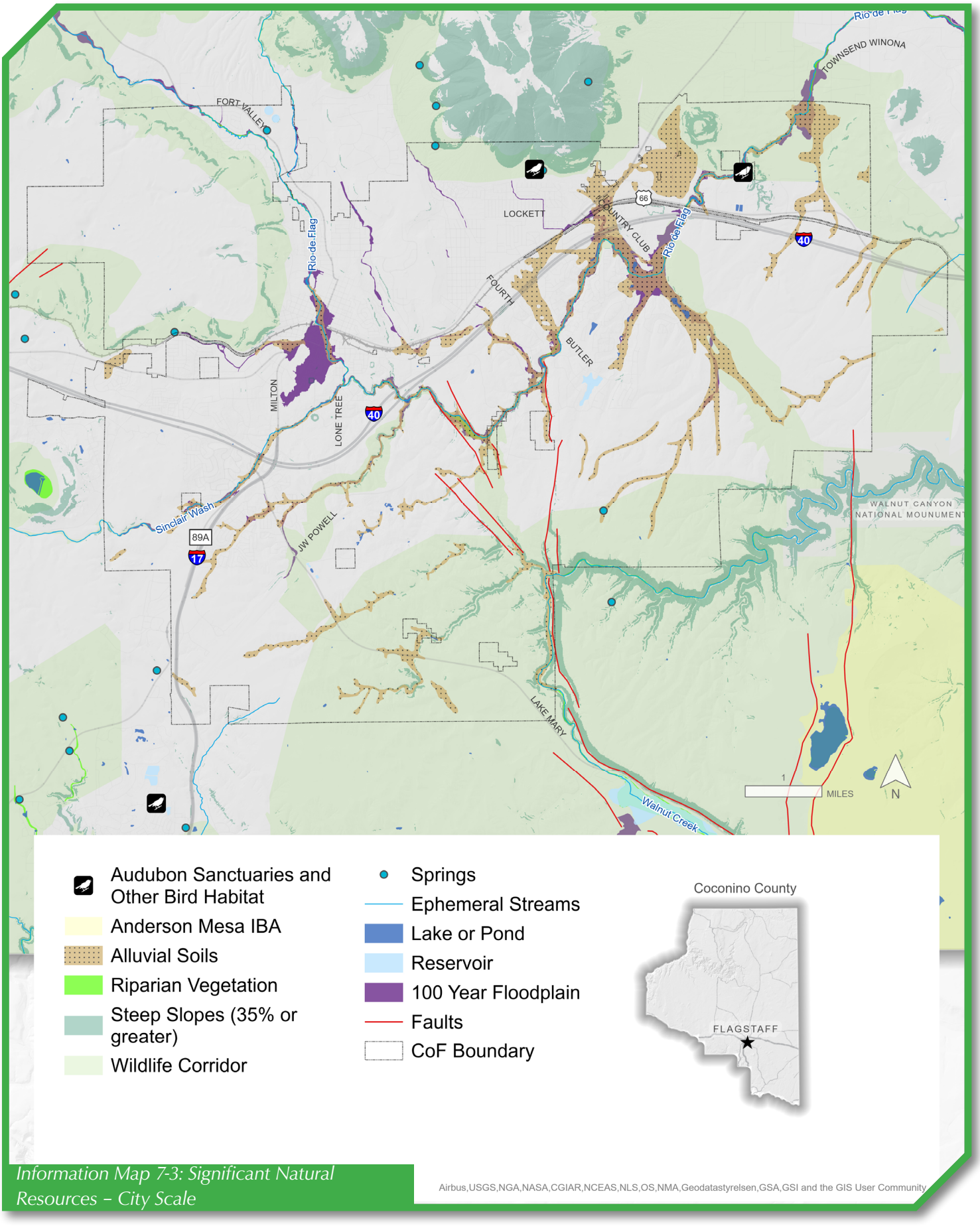


- Audubon Sanctuaries and Other Bird Habitat
- Anderson Mesa IBA
- Alluvial Soils
- Riparian Vegetation
- Steep Slopes (35% or greater)
- Wildlife Corridor
- Springs
- Ephemeral Streams
- Lake or Pond
- Reservoir
- 100 Year Floodplain
- Faults
- CoF Boundary



Information Map 7-2: Significant Natural Resources – Regional Scale

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community



Information Map 7-3: Significant Natural Resources – City Scale

Action Items

High Priority Action Items. See Appendix C for additional information.

Type of Action	Item	Timing
Partner/Fund	Coordinate invasive plant plans, programs, and resources with regional, state, tribal, and federal partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and Local Fire Districts because of their impact on fire risk throughout the Region.	Mid term
Partner/Fund	Engage in ongoing coordination of projects, funding opportunities, and policies identified in area Watershed Management Plans, such as the *Rio de Flag*, *Oak Creek*, and *Upper Verde River Watershed* plans.	Continuous
Code	Update and refine the City of Flagstaff's Resource Protection Overlay and landscaping regulations to incorporate updated urban forestry best practices, conform with the best practices of Fire-Adapted Communities, and calibrate and prioritize natural resources.	Short term

Other Action Items: While important, these projects may be prioritized as opportunities and funding arise.

Type of Action	Item	Timing
Plan/Fund	Create a Historic Preservation Action Plan for the City that supports the management and adaptive reuse of historic public buildings and strategies to support private preservation efforts better.	Mid term
Fund/Partner	Create a program, funding, and partnerships to assist when the demolition or removal of a historic structure cannot be avoided; encourage the developer to make the structure available for relocation, and assist with moving it to the purchaser's property, if possible.	Long term
Fund	The County will continue to seek resources and support to create cultural and historic resource inventories, and to become a Certified Local Government.	Long term
Partner	In cooperation with other agencies and non-governmental organizations, actively locate, identify, interpret, and preserve historical, archaeological, and cultural resources as aspects of the society for future generations to retain, understand, and enjoy their cultural identity.	Continuous
Partner	Encourage the development of historic overlay zones and creation of design guidelines for additional historic districts.	Continuous
Plan	Engage residents proactively at the neighborhood level in the development and implementation of natural and cultural resources projects and programs to ensure recognition and integration of diverse cultural histories, traditions, and contributions.	Continuous
Partner	Build partnerships to support the best practices for the conservation of significant natural resources and improve the available data that can support land use decisions.	Continuous
Plan	Address cultural competency in natural resource management through the implementation of Resource Stewardship and Resilience and Cultural Resources policies.	Continuous
Partner	Actively collaborate with Indigenous leaders to co-create natural and cultural resource projects that respect tribal sovereignty, traditions, and ecological expertise.	Continuous

Chapter 7 Endnotes

1. *CLIMAS, Climate Profile, 2018.*
2. *Whether Francis Short Pond was constructed for stormwater or recreational purposes is debated, although an on-site sign reads that it was built for retention.*
3. *Sarbak, "Wildfire burn scars and flash flooding," 2023.*
4. *AZGFD, Coconino County Wildlife Connectivity Assessment, 2011.*



Fort Valley, Source: Bob Short



Pedestrian Bridge across Cedar Avenue

CHAPTER 8

PARKS, RECREATION, AND OPEN SPACE



Anonymous, Community Event 2022

PARKS, RECREATION, AND OPEN SPACE

BACKGROUND

The Region contains parks, recreation centers, open spaces, and trail systems that support community health, embody an abundance of natural and cultural resources, and offer a wide variety of outdoor activities. The Region is home to three National Monuments and 240,892 acres (376.4 square miles) of National Forest; 30 City and County parks; four recreation centers; more than 3,000 acres of City-managed open space; and nearly 2,670 acres of County-managed open space.

The Historic Route 66 All-American Road divides the Region east to west, while the Arizona National Scenic Trail crosses through it north to south. These landmark routes are assets for residents and visitors, providing connectivity to outdoor recreation and opportunities to enjoy the Region's cultural and natural settings.

The City operates the Flagstaff Aquaplex, Hal Jensen Recreation Center, Jay Lively Activity Center, and Joe C. Montoya Community and Senior Center and leases two properties for non-profit-run activity centers: the Boys and Girls Clubs of Flagstaff (formerly Cogdill Community Center) and the Murdoch Community Center.

The County manages 675 acres of park land within the Region including Elizabeth "Liz" C. Archuleta County Park, Fort Tuthill County Park, Peaks View County Park, and Raymond County Park. Through an agreement with the Coconino Natural Resource Conservation District, the County provides a facility to the Willow Bend Environmental Education Center at Elizabeth "Liz" C. Archuleta County Park. The Region is home to the County Fairgrounds at Fort Tuthill County Park, which hosts more than 60 events annually including concerts at the 3,200-capacity amphitheater, rodeos, races, festivals, and more.

This blend of public and non-profit management strategies provides the community with valuable indoor and outdoor amenities that offer a diverse array of recreational, educational, health, and social services. The Arboretum at Flagstaff is a botanical garden that provides an outdoor museum and educational opportunities.



Cheshire Park

Parks and open space access is essential to safe and livable neighborhoods. Parks and open space contribute to sustainability, human and environmental health, and provide nature-based infrastructure such as stormwater management and diffusion of urban heat impacts. Equitable access to parks considers both the proximity and quality of the outdoor and indoor opportunities that these spaces provide. The creation and maintenance of strong park systems that are infused with vibrancy and connected to nature can encourage economic prosperity, particularly in neighborhoods which might have higher vacancy rates and a less-stable affordable housing stock.[1] Parks and open space can also be sited to preserve important historical and cultural resources as well as open spaces that protect significant natural resources. As new neighborhoods are developed and existing neighborhoods experience infill development, parks and open spaces should continue to experience equitable investment so they can be maintained as well-designed, participatory, community assets.

Gardens encourage active participation in park activities and promote the value of outdoor community gathering places. Community gardens support sustainable food systems, food security and resilient neighborhoods by providing plots of land for the public to grow fruits, vegetables, and herbs. They also transform park and vacant land into community-managed green spaces and support agricultural education. Community gardens can also be co-located with affordable housing sites. The Community Garden at the Hal Jenson Recreation Center is close to several affordable housing communities run by Housing Solutions of Northern Arizona. Community farms are larger scale community gardens that are focused on food production and selling food to community members or a non-profit organization. Volunteers also tend to demonstration gardens on City and County properties, which provide a specific educational purpose such as teaching the benefits of xeriscaping or growing native plants (see Chapter 5, Social and Economic Systems, for further discussion of urban farming and agriculture).



Multiple City and County locations host community and demonstration gardens.

FUTURE PARKS AND OPEN SPACE

As the community grows, the need for new parks, designated open spaces, and accessible and inclusive recreation and event venues is an essential consideration. The County completed the *Coconino County Parks & Recreation Master Plan* in 2019, and the City will soon be preparing a new master plan for parks, recreation, open spaces, and community events. These types of master plans identify opportunities and unmet community needs for adding new recreational infrastructure such as playing fields and educational and cultural centers; purchasing additional open space; and expanding trails and greenway connectivity. They also examine how to improve the services that parks provide, and how the City and County can modify resources as recreational preferences change and as aging facilities need repair or replacement.

The City is working to reimagine existing buildings and land within parks, or in areas with an identified park need, and pursuing opportunities to designate new community parks and expand access to existing parks and recreational opportunities. For example, the City is looking to rehabilitate the former fleet building in Thorpe Park into a an Indigenous Community Cultural Center.

The City is holding other land it owns for future-designated parks. The Five-Year CIP includes funding for girls' softball fields at the largely undeveloped Continental Park and a multipurpose field at Cheshire Park. Other identified but unfunded park needs include a new or expanded regional park and/or open space in southwest Flagstaff; additional open space south of I-40; infill parks such as those noted in the *Southside Neighborhood Specific Plan*; and playing fields in the Clay Avenue Wash area on West Route 66. Policy Map 3-1 indicates future park improvements that are part of the City's 10-Year CIP and those that are aspirational in the next 20 to 30 years.

The regional trail system (see Policy Maps 4-5 and 4-6) is the backbone to improve access to parks and open spaces. Trails within green spaces help protect wildlife corridors and habitats, historic and cultural areas, and viewsheds (see Chapter 6, Transportation). Providing access to parks, open spaces, trails, and green spaces of all kinds is an area of identified need. The wildlife linkages identified in Chapter 7, Resource Stewardship and Resilience, are key locations for open-space preservation. Areas of denser cultural resources and pre-Western settlements, such as Elden Pueblo, Picture Canyon, and Walnut Canyon, encompass important resources that have been preserved by open space planning and acquisition. Securing new open space, expanding trails, and acquiring park lands are vital to maintaining diverse recreational opportunities for residents and visitors alike, as well as supporting public health and preserving the Region's invaluable natural and cultural resources.

In the 2019 *Coconino County Parks & Recreation Master Plan*, most communities in the County identified trails, trail interconnectivity, and greenways as prominent themes, with specific emphases on the need to create county-wide connectivity to parks, open spaces, and recreation. The County plan identifies the two most important needs in the next five to 10 years as Open Space/Natural Areas and Trails & Greenways. It also identifies specific priorities and opportunities for communities throughout the county. For example:

- **In Bellemont,** priorities include improved trail maintenance, ADA accessible parking at trailheads, trail wayfinding signage, an outdoor amphitheater for community events, and an urban trail system plan.
- **In Doney Park and Timberline,** the highest overall priority is access to trails and greenways, followed by community events, active adult/senior programs, and fitness/wellness programs.
- **In the Flagstaff area,** the highest overall priority is access to trails and greenways, with trail development and connectivity listed as a specific priority. Other priorities include more community events, outdoor recreation, and natural/cultural and historical programs.
- **In the Kachina Village/Mountainaire area**, top priorities include access to trails and greenways. A FUTS extension to Kachina Village and access to the National Forest in Mountainaire are listed as specific priorities, as well as water access, preservation of open space, more community events for outdoor recreation, and natural/cultural or historical programs.

Action Items

High Priority Action Items. See Appendix C for additional information.

Type of Action	Item	Timing
Fund	Leverage available funding to negotiate for the purchase of greenfield lands for parks, open space, and trails in the JW Powell Boulevard extension area. (City only)	Midterm
Fund	Consider pursuing a County and/or City bond or finance mechanism to fund regional park, recreation, and open space initiatives, operations, and maintenance.	Midterm
Partner	Engage with the Arizona State Land Department (ASLD) to create opportunities for future development and open-space preservation, with a particular emphasis on the JLUS findings.	Short term

Other Action Items: While important, these projects may be prioritized as opportunities and funding arise.

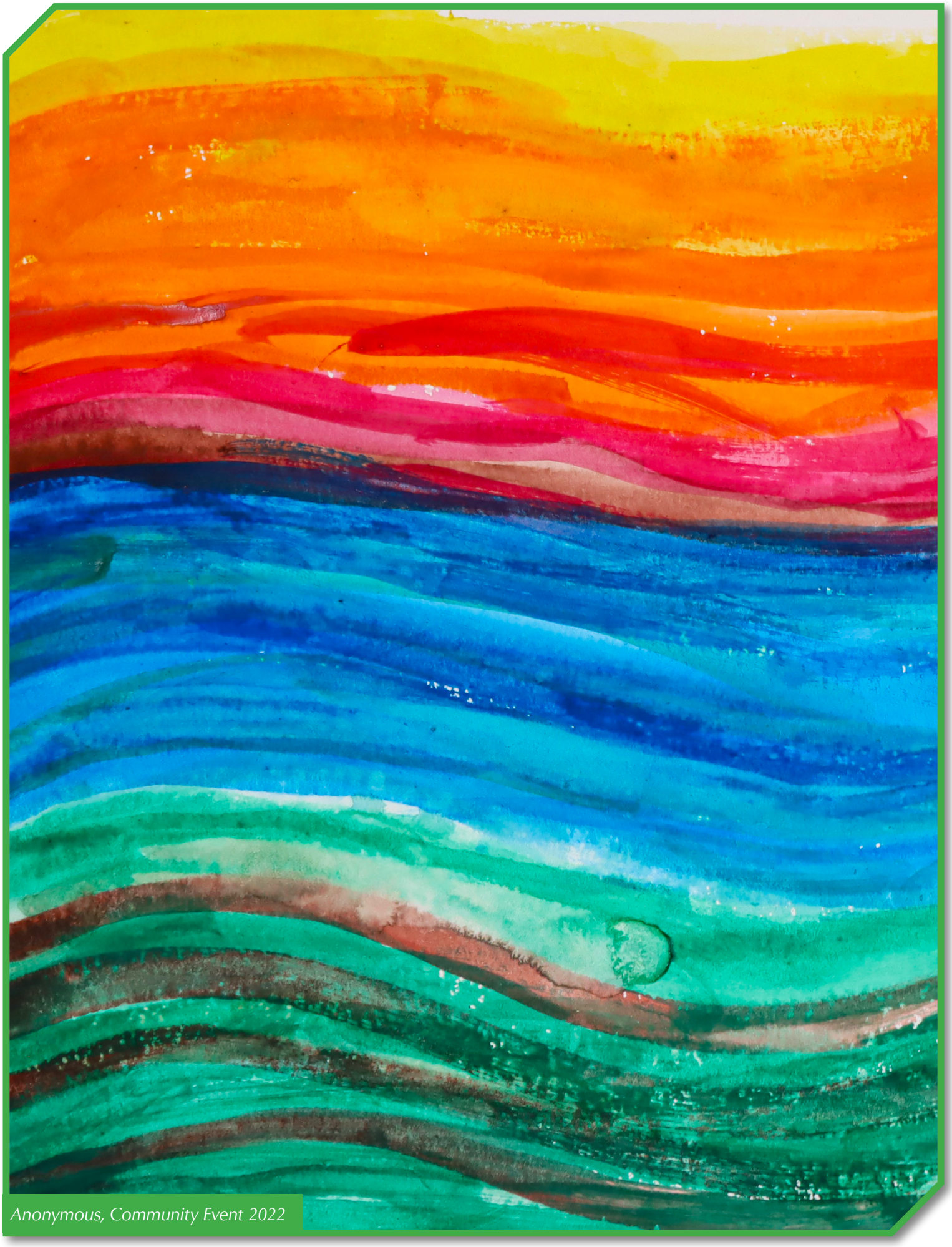
Type of Action	Item	Timing
Plan	Update the City's *Parks, Recreation, Open Space and Events Master Plan*. During this process, bring forward and build on the concepts of neighborhood open space, priority open space areas, and coordination and connectivity among all agencies in the management of open space and greenways from the *Flagstaff Area Open Spaces and Greenways Plan*, as an interagency guide for the preservation of open space.	Short term
Plan	Implement priorities from the *Management Plan for Legally Designated Open Space* (2020) or updates to this document and area-specific open space plans.	Continuous
Partner	Work jointly and independently to identify key parcels of land and priorities to acquire for open space based on criteria established in the Regional Plan and by the appropriate City and County Commissions.	Long term
Partner	Create partnerships for construction of new active recreational facilities and seek grant funding to leverage local public funds.	Long Term
Fund	Evaluate the potential for Parks and Recreation impact fees during the next review of the City's impact fee schedule. (City only)	Midterm
Plan	Maintain an up-to-date, GIS-based inventory of open space system lands, monitor those resources, and use the data to refine the City and County management practices and requirements as they pertain to cross-departmental open space management.	Continuous
Partner	Support opportunities for public-private partnerships for parks and open spaces to provide equitable outdoor environmental education, STEM activities, and public health education and activities for the Region.	Continuous
Partner	Support changes to state law that provide greater involvement and management by local and county government in the disposition of State Lands.	Long term
Partner	Coordinate the management and designation of public open spaces and corridors, and private land under conservation easements, with the AZGFD, the US Department of Agriculture (USDA) Forest Service, ASLD, and other landowners to allow for greenways and wildlife corridors.	Continuous

Chapter 8 Endnotes

1. Urban Institute, Investing in Equitable Urban Park Systems, 2019.

CHAPTER 9

WATER RESOURCE MANAGEMENT



Anonymous, Community Event 2022

WATER RESOURCE MANAGEMENT

BACKGROUND

Regional Water Sources and Providers

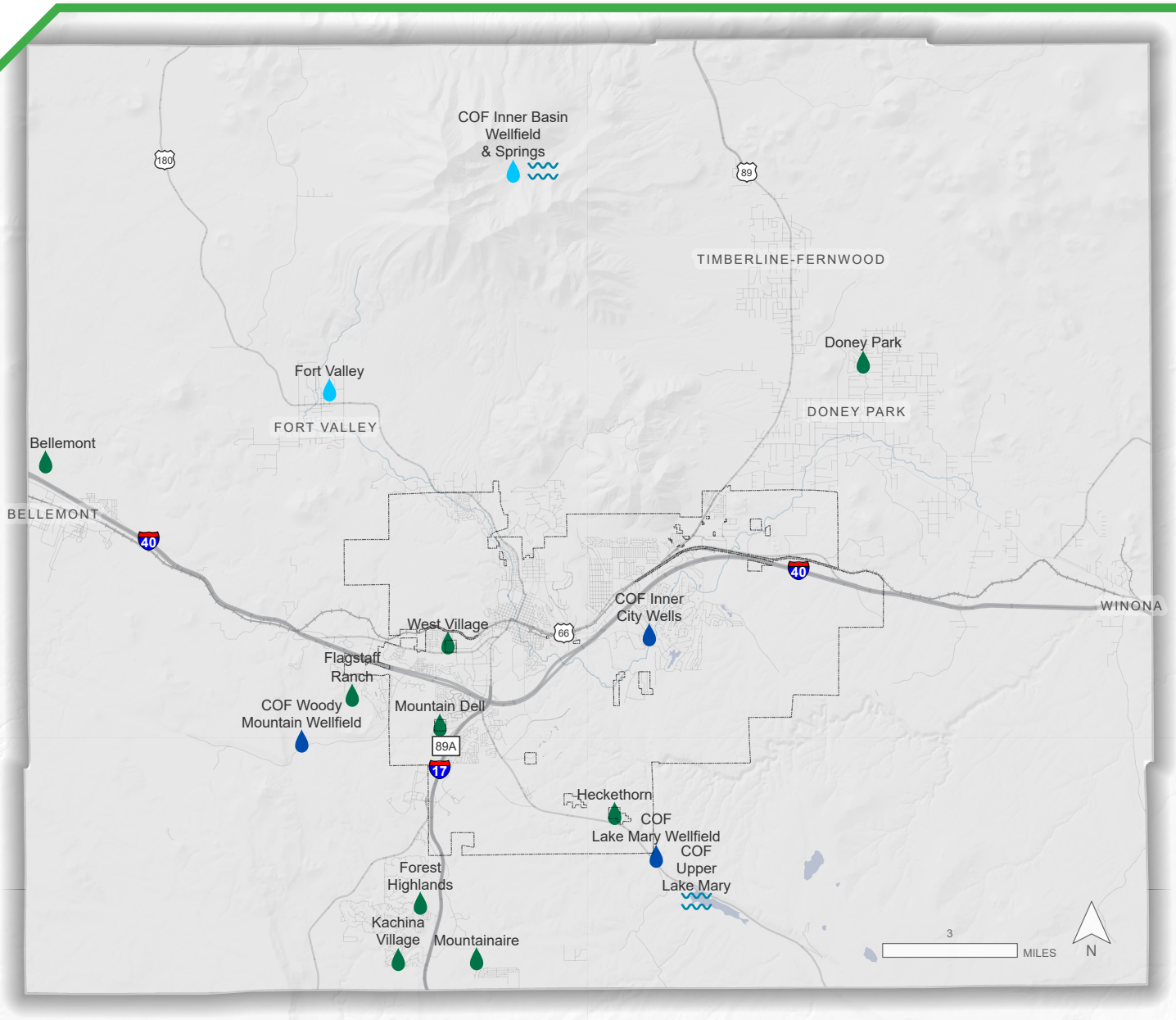
The City is the primary water provider within the Region, serving a population of about 80,000 people with just less than 20,000 water connections within its jurisdictional boundary. In unincorporated areas of the County, households and businesses rely on public or private water systems, individual wells, or water haulers transporting water from standpipe locations in the City or County. A Community Water System (CWS) must be established for any water system that serves 15 or more service connections (also known as "hookups") used by year-round residents, or that serves 25 or more year-round residents who use water for drinking, cooking, bathing, and cleaning. A CWS may also serve all the businesses and other water users within its boundaries. These systems are regulated by the Arizona Department of Water Resources (ADWR), the US Environmental Protection Agency (EPA), the Arizona Department of Environmental Quality (ADEQ), and the Arizona Corporation Commission (ACC).

In the Region, drinking water comes from a combination of groundwater aquifers, spring water, and surface water sources. The largest water source across the Region is the Coconino (or C) Aquifer, which is a groundwater resource. Community Water Systems and individual homes located within County areas rely almost solely on groundwater. Throughout the Region, the depth to groundwater is variable as is the reliability of the groundwater sources. The depth to water can vary from less than 100 feet to more than 1,000 feet. In some locations where a shallow aquifer exists, it can be dewatered by pumping or by drought and is typically less reliable than the C Aquifer.

Pumping water from its source, delivering it to customers, and then treating it after its use utilizes energy at every stage of the water production and treatment processes. Water operations, including production, treatment, distribution, wastewater collections and treatment, and reclaimed water distribution, account for approximately 75 percent of the City's municipal energy use.[8] As such, conserving water also conserves energy.



Staff at the Lake Mary Water Treatment Plant laboratory



Community Water Systems and Water Sources in the Region

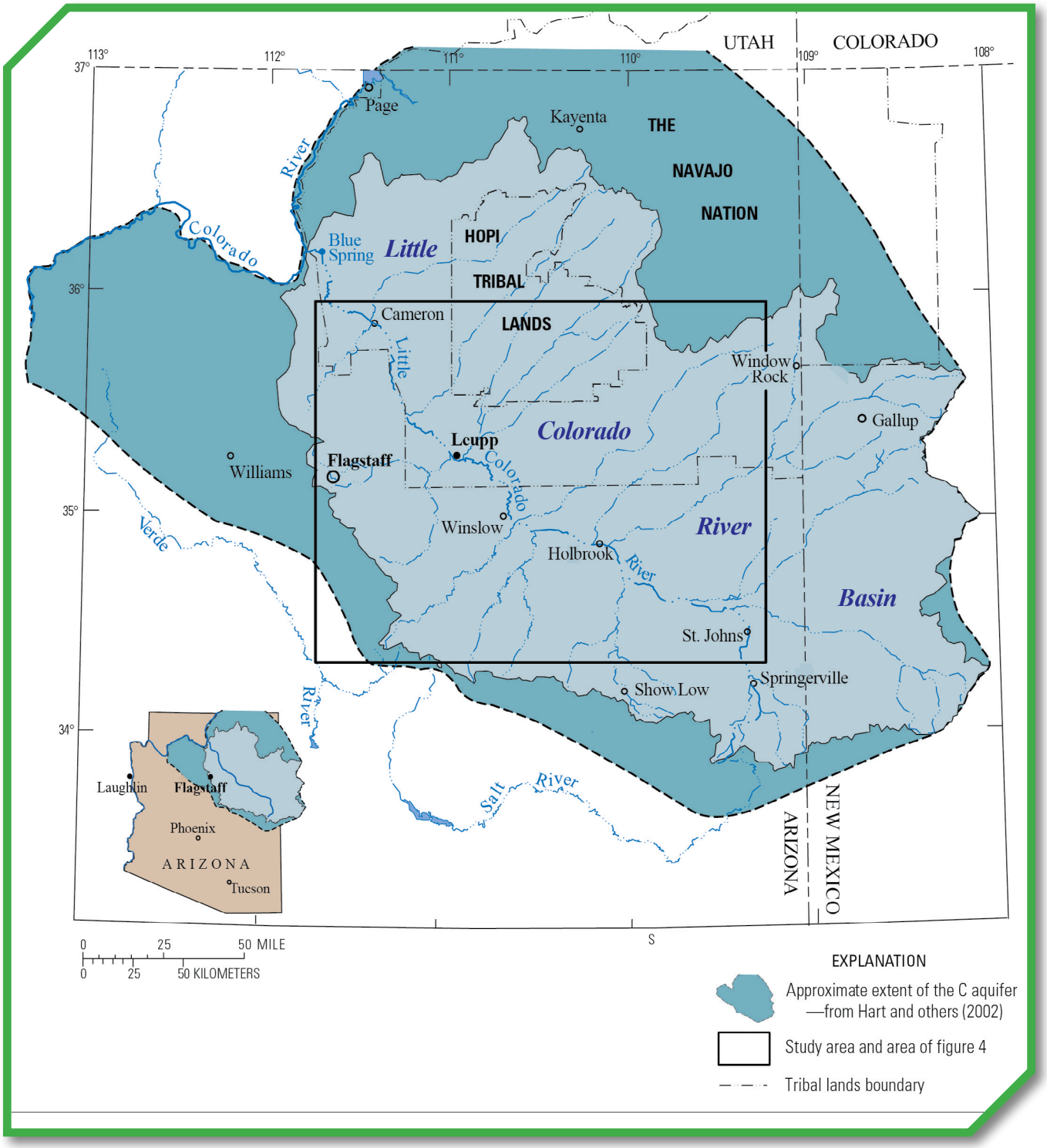
- City of Flagstaff Surface Water Sources
- C Aquifer Groundwater Sources - City of Flagstaff
- C Aquifer Groundwater Sources - Other
- Shallow Aquifer Groundwater Sources



Information Map 9-1: Community Water Systems and Water Sources in the Region

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

The C Aquifer - The C Aquifer is a groundwater resource that extends across much of Northern Arizona and into New Mexico and Utah. It is a deep and reliable source of water for the Region. Depth to the C Aquifer water is commonly 1,500 feet below land surface. Nearly all of the City's wells pump from the C Aquifer. Other users of the C Aquifer include the Navajo Nation, Winslow, and Holbrook. The C Aquifer feeds springs along the Mogollon Rim and Grand Canyon, as well as riparian areas along Clear Creek, Chevelon Creek, and the Little Colorado River. The USGS maintains the C Aquifer Monitoring Program in partnership with the City and the Navajo Nation to track long-term changes in groundwater levels, water use, surface water, and water chemistry.[3]



City of Flagstaff Water Sources

City-specific water sources include surface water from Upper Lake Mary, spring water, and shallow groundwater from within the Inner Basin of the San Francisco Peaks, groundwater from the C Aquifer, and reclaimed water. The City currently manages 27 groundwater wells located within the Woody Mountain, Lake Mary, Inner Basin, and "local" wellfields (within City limits). On average, 70 percent of the City's water has come from the C Aquifer since 1949. Groundwater levels are stable in some areas of the C Aquifer and declining in other areas.

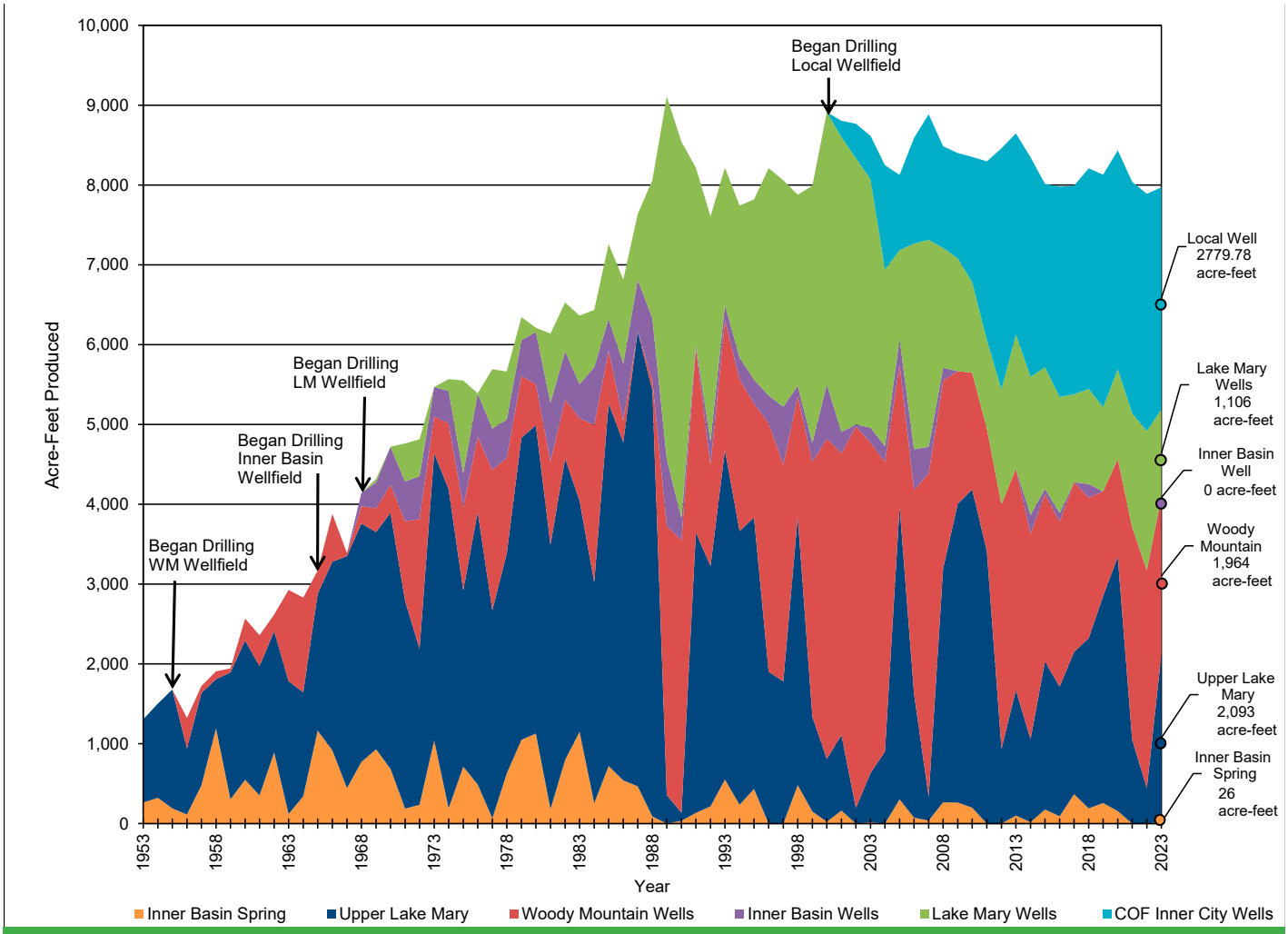


Figure 9-2: City Water Production from 1949 to 2023. Source: City of Flagstaff Water Services

Over time, the City has become increasingly reliant on groundwater, as shown in Figure 9-2. Prior to the onset of well drilling in the 1950s, surface water from Upper Lake Mary and the Inner Basin made up nearly 100 percent of supply. As groundwater was introduced into the City's water deliveries, the surface water production changed. Since the late 1980s, surface water has accounted for between 25 and 50 percent of total water production, depending on climate conditions and how Lake Mary was operated and utilized. The shift to heavier utilization of groundwater reflects how an expanded diversity in water sources and water systems impacts the utilization of surface water vs. groundwater through a lens of operational efficiency and resilience.

Even so, Upper Lake Mary, with a capacity of 16,300 acre-feet of water, remains an important asset long into the future. Water levels in Upper Lake Mary depend on snowmelt and rain-on-snow events typical of the spring months. The City's Water Services Division is investing in projects that monitor hydrological conditions and inform watershed health through maintenance that benefits runoff and reduces risk of catastrophic wildfire.

The Region's residents must be able to rely on safe, high-quality drinking water. The federal and state government set standards for water quality, and water providers must ensure the drinking water quality meets those standards. The City, like all Community Water Systems, monitors for chemicals and constituents of concern in drinking water as directed by the EPA's Contaminant Candidate Lists and Unregulated Contaminant Monitoring Rule.

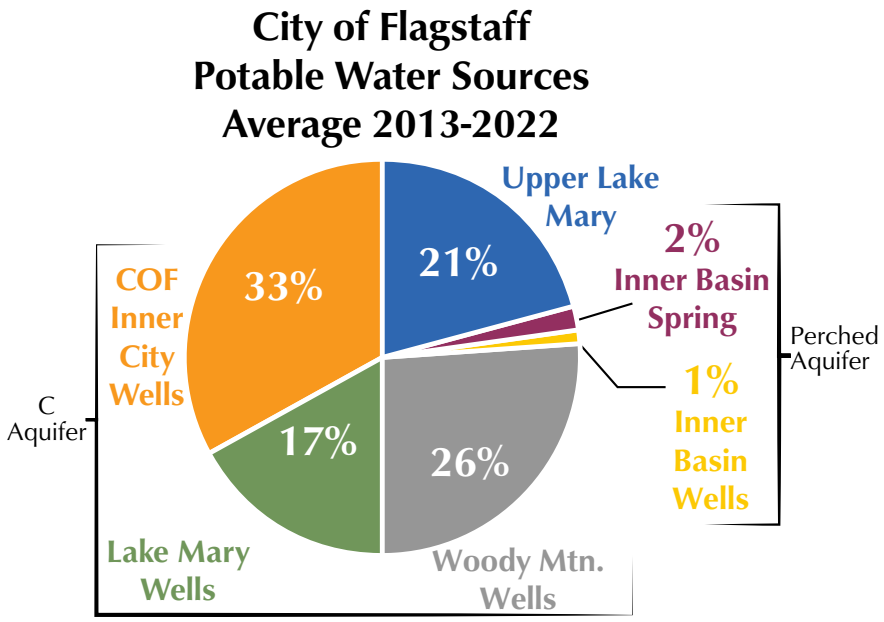


Figure 9-3: Potable Water Sources Averages 2013-2022. Source: City of Flagstaff Water Services

These lists change over time and are available at the EPA's websites: https://www.epa.gov/ccl and https://www.epa.gov/dwucmr. The latest group of chemicals under regulation are called "per- and polyfluoroalkyl substances," or PFAS. The EPA provides analytic tools, such as a map providing information about PFAS across the country, from its website at https://echo.epa.gov/trends/pfas-tools. The ADEQ enforces all EPA regulations regarding PFAS and other contaminants of concern for all Arizona drinking water systems. It is essential for the City to stay informed about EPA developments to protect public health and the environment.

In the City's water system, water treatment happens in two ways. For surface water, the water goes through one of the City's two water treatment plants: the Lake Mary Water Treatment Plant or the North Reservoir Filtration Plant. Groundwater quality is high enough to meet state standards, so it does not require a treatment plant process. Instead, groundwater is chlorinated by the City where it enters the drinking water distribution system to ensure it is disinfected. The City has a laboratory that rigorously tests the water systemwide and submits reports for regulating agencies and for the public. In County areas, CWS must also meet federal and state quality standards, and their methods for doing so vary depending on the system. The EPA and ADEQ regulate these systems.

In addition to its drinking water system, the City operates a reclaimed water system with two plants: the Rio de Flag Water Reclamation Plan and the Wildcat Hill Water Reclamation Plant. Together, they have the capacity to produce up to 10 million gallons of reclaimed water per day. Reclaimed water is sold to local customers, generally for outdoor uses. Demand for reclaimed water typically outpaces supply in summer months via reuse agreements. Most agreements are for irrigation at NAU, schools, parks, and golf courses, and for snowmaking in the winter. The City has an agreement with AZGFD for reclaimed water discharges through 2030 at Frances Short Pond, the I-40 wetlands, and Picture Canyon for ecological benefit. The committed demands total about 2,000 acre-feet per year. Uncommitted reclaimed water totals about 2,500 to 3,500 acre-feet per year and is available during the winter months and during monsoon season when water demand is below production. The uncommitted reclaimed water is released to the Rio de Flag as per the City's discharge permits with the state of Arizona. The City continues to explore options, such as in-stream recharge of water to the C Aquifer, as a means to manage uncommitted water where multiple benefits to riparian habitats and community aesthetics can be realized.

Water Rights – Who has them and what are they?

ADWR administers the state's water laws and develops policies that promote conservation and protect water availability. The Region spans two watersheds where water claims are made: the Verde River and Little Colorado River. Claims to surface water and groundwater rights within both watersheds are subject to results of the adjudication process that is currently in progress for both watersheds.

Early in its history, Arizona adopted the **doctrine of prior appropriation to govern the use of surface water.** This doctrine is based on the tenet of "first in time, first in right" which means that the person who first puts the water to a beneficial use acquires a right that is senior to later appropriators of the water. Since 1919, **a person must apply for and obtain a permit and certificate to appropriate (use) surface water** per the Arizona Surface Water Code.

Groundwater is more tightly regulated within Active Management Areas (AMAs) and Irrigation Non-Expansion Area (INA) boundaries. Outside of these boundaries, **groundwater can be restricted in terms of its transportation between groundwater basins but is generally subject only to the requirement "for reasonable and beneficial use"** per A.R.S. § 45-453. The Region does not overlap with any AMAs or INAs.

Outside of the AMAs and INAs, ADWR has no statutory authority to regulate the impact of one landowner's pumping on others using the same source unless groundwater is being transferred between basins or sub-basins. ADWR can investigate and inspect wells to ensure that they are properly constructed and that the associated well records are accurate per A.R.S. § 45-633[A]. A CWS located outside of these areas still has the requirement to submit annual water use reports to ADWR.

Regarding the legal right to reclaimed water, the municipal provider that generates the treated wastewater has the legal right to that supply and shall submit evidence of that legal right to use wastewater for various state permits.

Water Demand for the City of Flagstaff Water Services

In the City, long-term water use trends show a steady decline in per-capita consumption, resulting in largely steady total consumption in spite of a growing population. In 1989, several water conservation initiatives were adopted by the Flagstaff City Council, most notably the adoption of tiered residential water rates, an outdoor watering ordinance, a water conservation program, fixture retrofit rebates, and the expanded use of reclaimed water starting in 1996. The formal water conservation program known today was established by the City Council in 2003.

Despite per-capita water use declining, the City anticipates a new water source will be required in the future based on growth projections, land uses identified in this Regional Plan, and changing climatic conditions. There are multiple options under consideration for this new water source. First, the City has the legal right to pump more local groundwater for municipal needs without regulatory oversight of whether enough water is physically available. However, second, City Council wanted more security in planning for growth; so in 2013, the City completed an assessment of water resources sustainability using a groundwater flow model developed by the USGS to achieve a Designation of Adequate Water Supply from ADWR. The criteria for determining water adequacy are:

- demonstrating 100-years of physical water availability,
- having infrastructure in place to meet 20 years of continuous water availability,
- having the legal rights to the water supplies,
- complying with ADEQ water-quality standards, and
- having the financial capability to fund necessary projects.

In its simplest terms, this designation compares the City's current, committed, and future projected growth to its available water supplies over a 20-year timeframe. To maintain this designation, the City monitors water demand each year and submits reports about water adequacy to ADWR, which show the actual water produced and consumed compared to the projected amount. The City uses water planning scenarios like the one in Figure 9-4 to calculate water demand for future projected growth. Each scenario assumes a baseline growth level and water use assumptions.[4] Per the baseline scenario, the City's projected 10-year total water demand in 2032 is approximately 10,800 acre-feet[5]. This is an increase over the City's total water demand of 9,437 acre-feet for 2022, or a 1.4 percent increase each year in projected water use.[6]

The thresholds for when water demand could trigger the need for an additional water source are determined by considering the annual water availability from Upper Lake Mary (1,925 acre-feet), local groundwater (9,913 acre-feet), and reclaimed water (2,212 acre-feet), or when the community demand exceeds 15,710 acre-feet. City Council may elect to bring on a new source of water sooner if this threshold is compromised due to drought or exceeding groundwater sustainability targets in the local groundwater well fields. One of these potential sources is Red Gap Ranch, purchased in 2005 with 71 percent voter approval of Proposition 203 in 2004. The City's Water Services Division is also continuing to investigate other options, and their relative costs, such as indirect potable reuse or Advanced Water Purification of its uncommitted reclaimed water as permissible by ADEQ.

Advanced Water Purification is what the ADEQ calls using water that has left a home or business and is turned into purified water[7]. ADEQ published rules in 2025 that will allow an Advanced Water Purification facility to be permitted in Arizona. This will help water systems across the state better plan for resilient water resources.

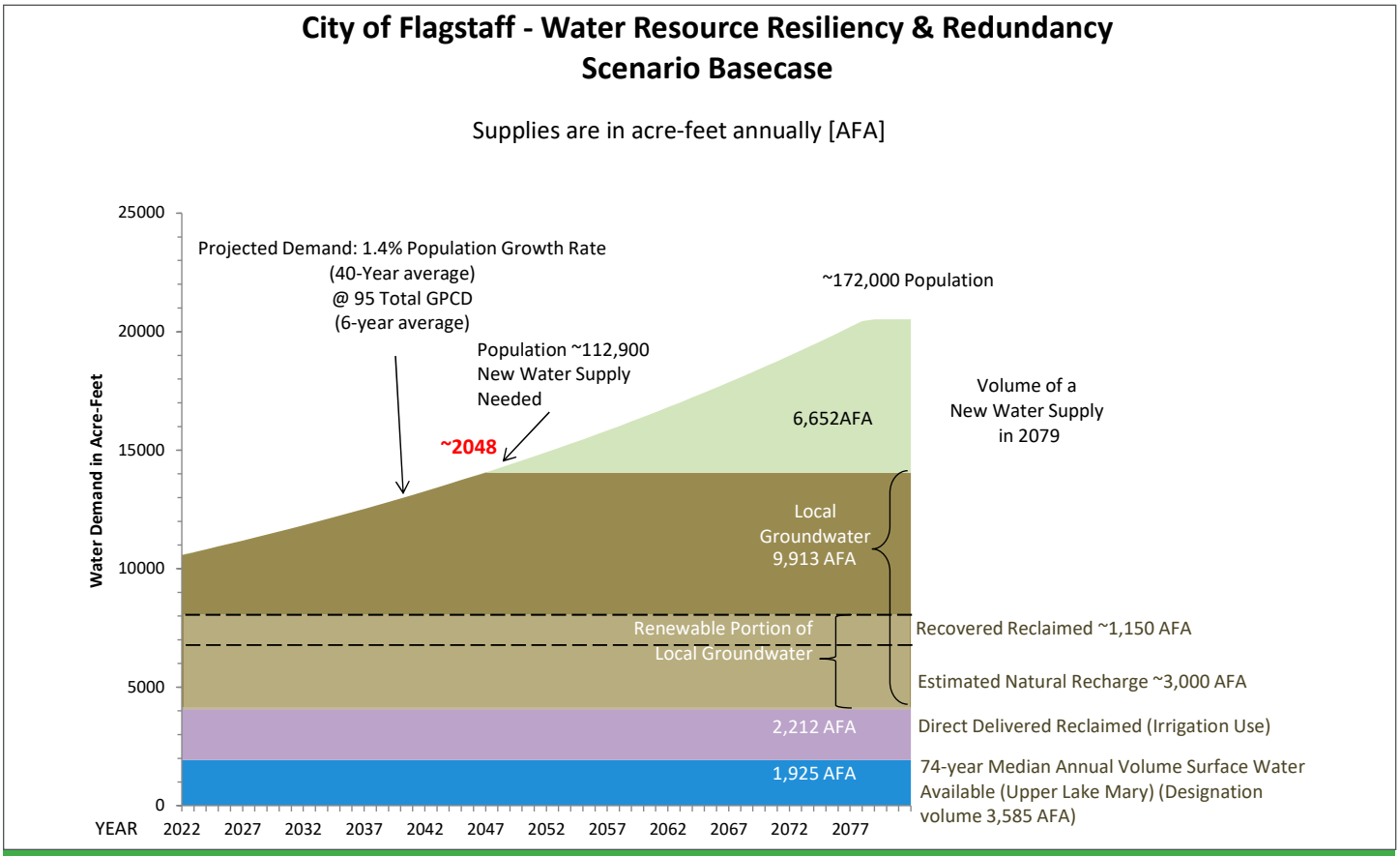


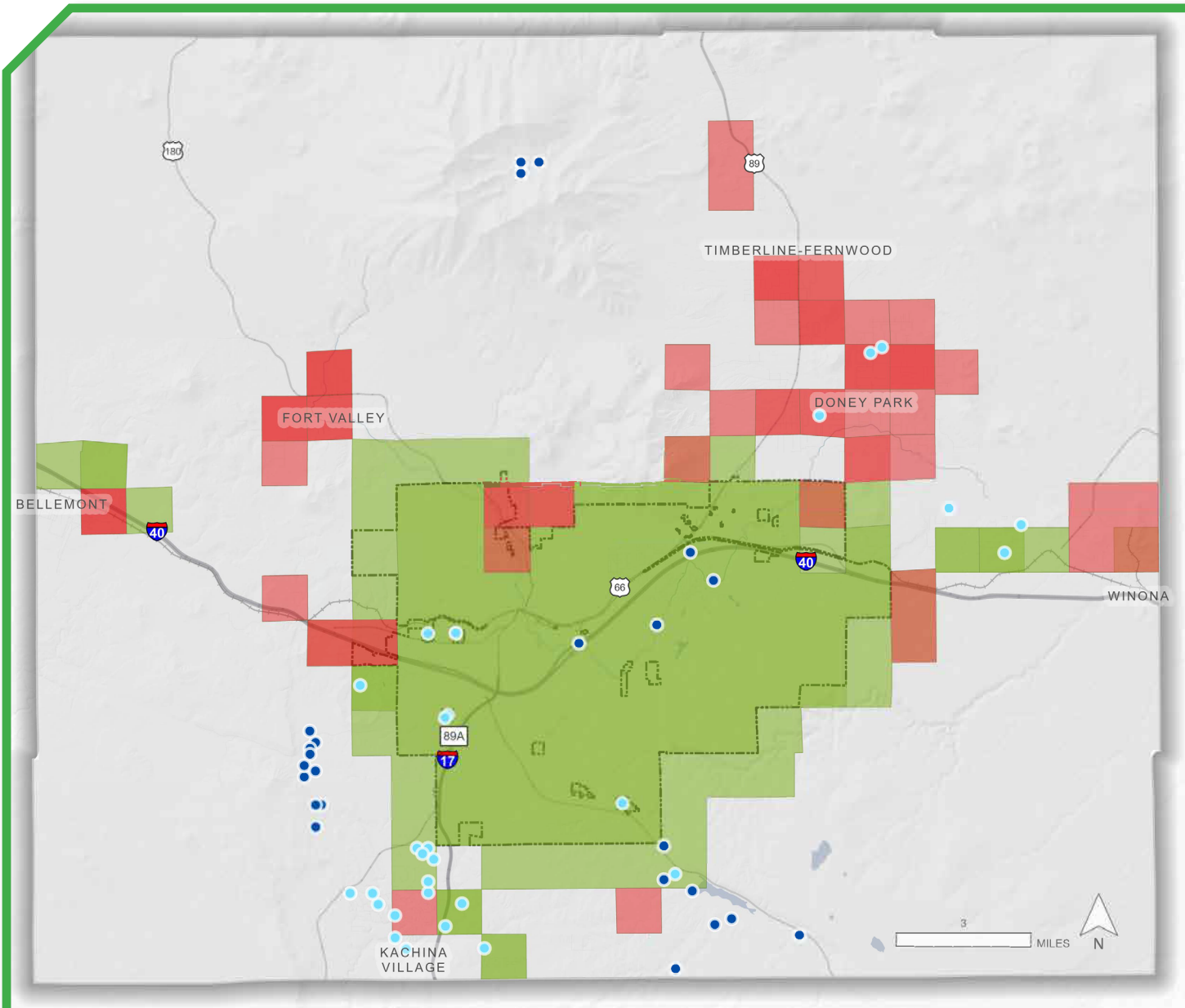
Figure 9-4: Water Scenario Basecase

City Drought Plan

City Water Services has provided water to the Flagstaff community for about 140 years. The droughts of the 1950s, 1990s, and early 2000s resulted in actions that have increased the Flagstaff community's resilience to water shortages during periods of no-to-little precipitation. The City has adopted policies that minimize the risk of water shortages due to drought. The 2018 Climate Profile for the City predicts warming summer temperatures and warmer winters.[1] The *Water Services Integrated Master Plan Water Policies Chapter,* adopted by City Council in 2014, includes policies and practices that protect water resources and the City from long-term, drought-based water shortages through strategic planning of all City water resources. Should a short-term water emergency occur, such as a drought-induced wildfire that impacts the City's water supply or water infrastructure, Flagstaff City Code 7-03-001-0014 outlines a community water curtailment plan. In this case, three "Water Availability Strategies" exist, each triggered by how much of the City's water sources are available compared to water demand. The strategies would be implemented if water demand exceeds water production thresholds.

Water Sources and Demand for Unincorporated Areas of the County

CWS or private wells are the primary water resources for residents in unincorporated areas of the County. Water resources are legally available as long as the appropriate records were filed and permits acquired from the ADWR. Sixty-nine applications have been submitted to ADWR to determine if a water service provider has met the criteria for water adequacy. Seventeen were determined to have an adequate water supply, either through a Designation of Adequate Water Supply, a Physical Availability Determination, or a Water Report (see Information Map 9-2). The total water demand submitted from 67 of the 69 applications totals 2,969 acre-feet of water at "build out" of each community. This is the closest estimate available for total water demand for the Region outside of the City's Designation.



Groundwater Pumping Wells & Ownership

- City of Flagstaff
- Others

Water Supply Determinations

- Issued Adequate
- Issued Inadequate

The darker shade indicates where there is overlap with multiple determinations in the same section.



The Arizona Department of Water Resources (ADWR) Adequate Water Supply program was created to address the problem of limited groundwater supplies outside the "Active Management Areas" of Arizona where groundwater development is more restricted. The Adequate Water Supply program evaluates the availability of a 100-year water supply considering current and future demand, as well as growth projections. It ensures that the water adequacy or inadequacy is disclosed in the public report provided to potential first purchasers and that any water supply limitations are described in promotional or advertising material.

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Information Map 9-2: Current areas with an adequate or inadequate water supply permit. Source: ADWR Assured and Adequate Water Supply Database, 2024

Unlike the City, most County areas do not have centralized wastewater treatment systems. Still, water reuse occurs in the County on a smaller or individual scale. The County Building Code requires a gray water stub out for clothes washers located on an exterior wall of a building. Several systems in the County recycle wastewater for non-potable uses. The Kachina Village Improvement District, Flagstaff Ranch Water, and Utility Source in Bellemont produce and reuse reclaimed water for irrigation. The Kachina Village Wetlands, City of Flagstaff I-40 Wetlands, and Picture Canyon are examples of areas where treated wastewater is released from the treatment plant with benefits to the environment, especially wildlife, and as an amenity to the community.

Regional Water Planning Efforts

The Coconino Plateau Water Advisory Council and Coconino Plateau Watershed Partnership (CPWP) were formed in 2000 out of an increasing awareness about the impacts of drought and growth on the area water supply. The agencies, organizations, and tribes involved in these organizations are not only dedicated to protecting the health and beauty of the Region's environment, but are also assessing studies about the current and long-term impacts to water resources, and working to find solutions to the Region's water issues. The City and County are partners in the CPWP, which helps to create unified data and advocacy around groundwater and surface water sustainability throughout Northern Arizona.

CPWP has studied groundwater availability issues, with a focus on ecosystem health and services provided by surface water and groundwater resources of the Coconino Plateau, which encompasses the Region. A few of the notable trends identified through the recent *Water-Related Ecosystem Services Assessment*[2] include:

- Recent decreases in total water use in Coconino and Navajo counties even as populations have increased.
- Increases in the number of wells in the study area but decreases in the rate at which they are added.
- Apparent declines in select index wells' groundwater levels and in summer (June) flow at certain stream gages.
- Increases in wildfire frequency, but also sustained forest restoration efforts.
- Steady increases in visitation associated with tourism and recreation and in visitor spending in Coconino County.

Water Conservation

In 2020, the Flagstaff City Council approved the 2020 *Water Conservation Strategic Plan*. The plan describes water conservation initiatives the City will implement from 2020 to 2040 (see Figure 9-5). These initiatives were selected via an intensive public outreach process as well as an in-depth cost-benefit analysis. A significant portion of the water saved through water conservation planning occurs outdoors. Outdoor water conservation is beneficial for the municipal wastewater collection system since indoor water conservation can reduce the velocity of waste moving through the gravity fed sewer system. Slower flows can cause areas of the system to stagnate and corrode the pipes.

The City and County also promote water conservation through rainwater harvesting, which involves collecting and using local precipitation close to where it falls. In the County, harvested water—with proper treatment that follows County regulations—can be used to meet daily water needs. A large storage capacity is needed to capture a sufficient quantity of water for potable use to cover daily needs. Homes outside of a municipal water system that otherwise need to haul water typically use these systems. The County regulates potable use of harvested water through its Building Code. In the City, harvested water is recommended for landscape use only.

Passive and active rainwater harvesting helps to alleviate demand on the potable water system. Updates to City landscape and rainwater retention codes for water conservation outcomes will be executed as per the *Water Conservation Strategic Plan*.

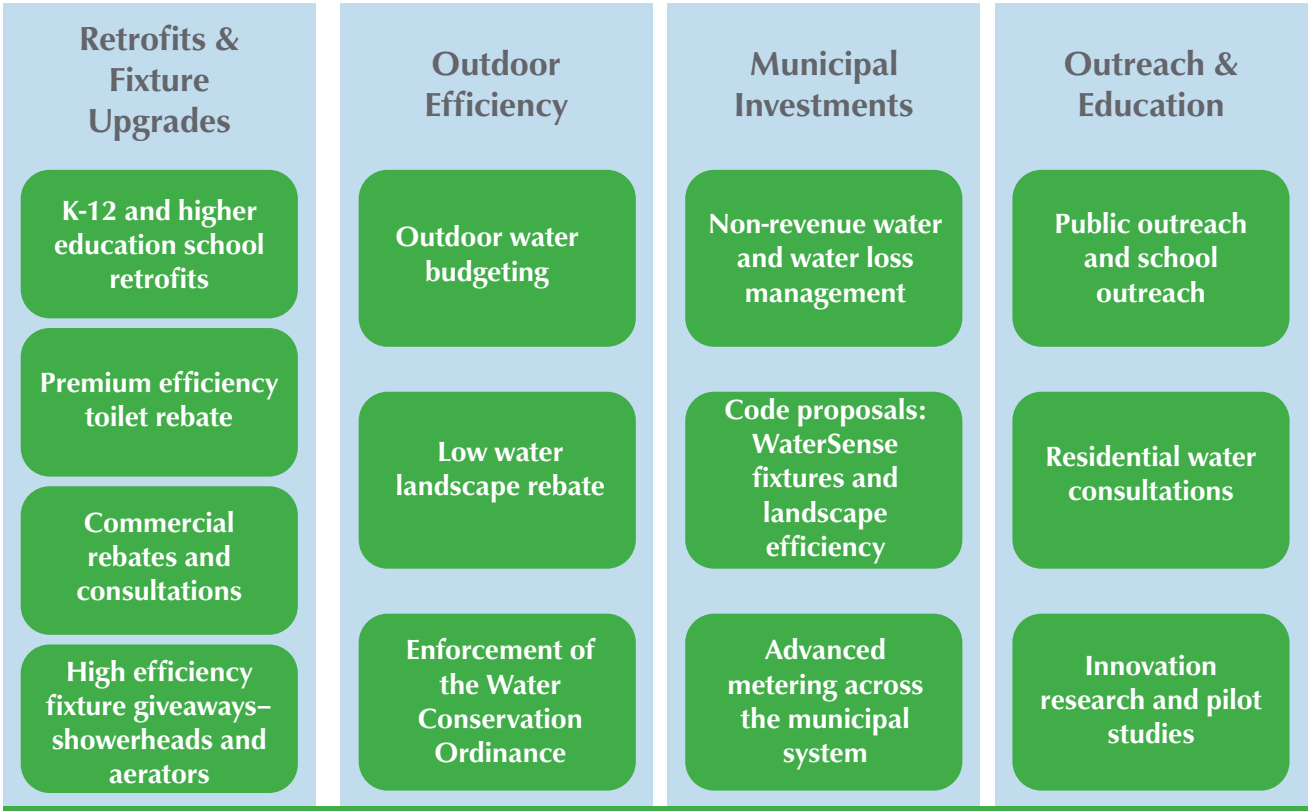


Figure 9-5: Key Recommendations of the 2020 Water Conservation Strategic Plan

Stormwater Management

Region-wide water quality is also addressed through stormwater management. Runoff from rain and flooding events can wash contaminants into the watershed, including sediment, chemicals, and bacteria. The City has a stormwater system made up of pipes, drains, culverts, and water storage facilities, which are separate from its water and wastewater infrastructure. In addition to traditional stormwater systems, low impact design (LID) approaches are implemented to manage rainfall runoff at the source using decentralized, small-scale controls that are uniformly distributed throughout a site and designed to mimic natural watershed functions. Such systems allow for capture, filtration, storage, and infiltration of stormwater runoff. Traditional storm drain systems, in conjunction with LID, are helping to address flooding and assure water quality.

The City's *Stormwater Strategic Plan* outlines how the City will approach detection, prevention, and elimination of pollution sources; review of development plans; erosions and sediment control; the management and oversight of construction activities relative to stormwater; and public participation and engagement. These management practices constitute the normal operations of the Stormwater Section that are essential to protecting water quality. The *Stormwater Strategic Plan* outlines the challenges of the increasing responsibilities of, and climate change impacts on, stormwater infrastructure and resources. The *Stormwater Strategic Plan* sets nine strategic objectives:

1. Respond to Wildfire Flooding Risks and Events.
2. Clarify Climate Change Characteristics and Overall Stormwater Challenges.
3. Maximize/Optimize Stormwater System Maintenance.
4. Clarify Service Levels and Enhance Customer Service.
5. Increase Support for Floodproofing of Individual Structures.
6. Enhance CIP Process and Update Priorities.
7. Enhance Development Review Process and Developer Support.
8. Improve Communications and Collaboration.
9. Address Stormwater Section Human Resource Needs.

The County Flood Control District is charged with minimizing the impact of flooding on human safety, health, and welfare and restoring and preserving the natural and beneficial values served by floodplains throughout the County. As a governmental body, the District conducts Flood Risk Assessments, implements Flood Mitigation CIPs in Federal Emergency Management Agency (FEMA) Floodplains, supports the National Flood Insurance Program, conducts Post-Fire Flood Mitigation Activities, and supports Forest Restoration Initiatives.

The City and County agencies that manage the Region's water resources are essential partners in preserving water quality and addressing the costs, mitigation, and risks of flooding.

Action Items

High Priority Action Items. See Appendix C for additional information.

Type of Action	Item	Timing
Plan/Partner	Continue to optimize existing water resource options to ensure a redundant and resilient water supply exists today and for generations. This includes supporting water conservation activities and expanding the capacity for future water supplies such as, but not limited to, Advanced Water Purification, direct and indirect aquifer storage and recovery, sustainable groundwater use, expansion of the reclamation system, and a pipeline easement or other entitlements for a regional project at Red Gap Ranch consistent with the Northeastern Arizona Indian Water Rights Settlement Agreement (NAIWRSA).	Long term
Plan	Assess wildfire trends and identify project and staffing needs associated with building and maintaining new stormwater infrastructure specific to addressing wildfire-related flooding.	Mid term
Plan	Maintain an ADWR 100-Year Adequate Water Supply Designation for the City's water system.	Continuous
Educate/ Partner	Support science and data that allow for spring preservation and protection as environmental monitoring for watershed health.	Continuous
Plan	Continue to identify, prioritize, and mitigate conditions in neighborhoods that remain at higher risk for flooding and develop a CIP through prioritization to mitigate flood risk.	Continuous

Other Action Items: While important, these projects may be prioritized as opportunities and funding arise.

Type of Action	Item	Timing
Plan	Complete and update a regional water demand study for the Coconino Plateau Watershed Partnership.	Continuous
Code	Continue to develop water use policies that integrate current best projections of climate change effects on the Colorado Plateau's water resources and emphasize conservation and water resiliency in coordination with regional partners.	Continuous
Partner	Continue partnerships that include state agencies, the County, Indigenous nations, cities, and water providers through the Coconino Plateau Watershed Partnership, NAIWRSA, and the Little Colorado River Adjudication Process, where applicable, to work toward regional opportunities for water supply evaluations and solutions for long-term sustainability of water sources and environmental flows.	Continuous
Plan	Regularly update the City's *Water Conservation Strategic Plan* and share its findings with Regional partners and the public to assist in conservation efforts.	Continuous
Fund	Develop resources for expanding water and sewer facilities in support of affordable housing.	Long term

Type of Action	Item	Timing
Plan	Analyze new burned area flooding risks and build preventative measures before flooding occurs.	Long term
Partner	Create an Intergovernmental Agreement (IGA) between the City of Flagstaff Water Services and the Coconino County Flood Control District to define roles and responsibilities better.	Mid term
Plan	Conduct modeling of various climate change and land use change scenarios to determine the range of stormwater system capital investment needed to meet future challenges.	Long term
Code	Develop more detailed standards related to service levels for maintaining and enhancing system assets and risk mitigation for individual properties and customers.	Long term
Fund	In coordination with the City's Water Services, Sustainability, Housing, and Planning and Development Services divisions, work to develop a program and funding for technical and financial support for customers in areas of need who wish to implement flood proofing measures.	Long term
Fund	Identify funding sources to pay for long-term water supplies.	Long term
Plan	Stay up to date on exploration of water treatment technology and research and its potential applications in the Region.	Continuous
Fund/Plan	Implement regional detention and retention flood basins for WUIs with substantial upstream catchment areas, and prioritize them by the risk, vulnerability, and density of the downstream populations.	Mid Term
Plan/Partner	Maintain administrative floodplains within the City. Within the County, share information from the Fort Valley Initial Engineering Assessment with developers and residents, and conduct new studies based on need and available funding.	Continuous
Partner	Coordinate stormwater management between the City and County to support a high-quality water supply for the Region.	Continuous
Plan	Monitor and improve ecosystem services in watersheds that serve the Region and to protect the quality of existing and future water resources and dependent riparian ecosystems.	Continuous
Partner	Encourage County water providers to achieve 100-Year Water Adequacy through the ADWR.	Continuous

Chapter 9 Endnotes

1. *CLIMAS, Climate Profile, 2018.*

2. *Coconino Plateau Water Advisory Council, Water-Related Ecosystem Services Assessment, 2020.*

3. *USGS, "C Aquifer Monitoring Program," 2017.*

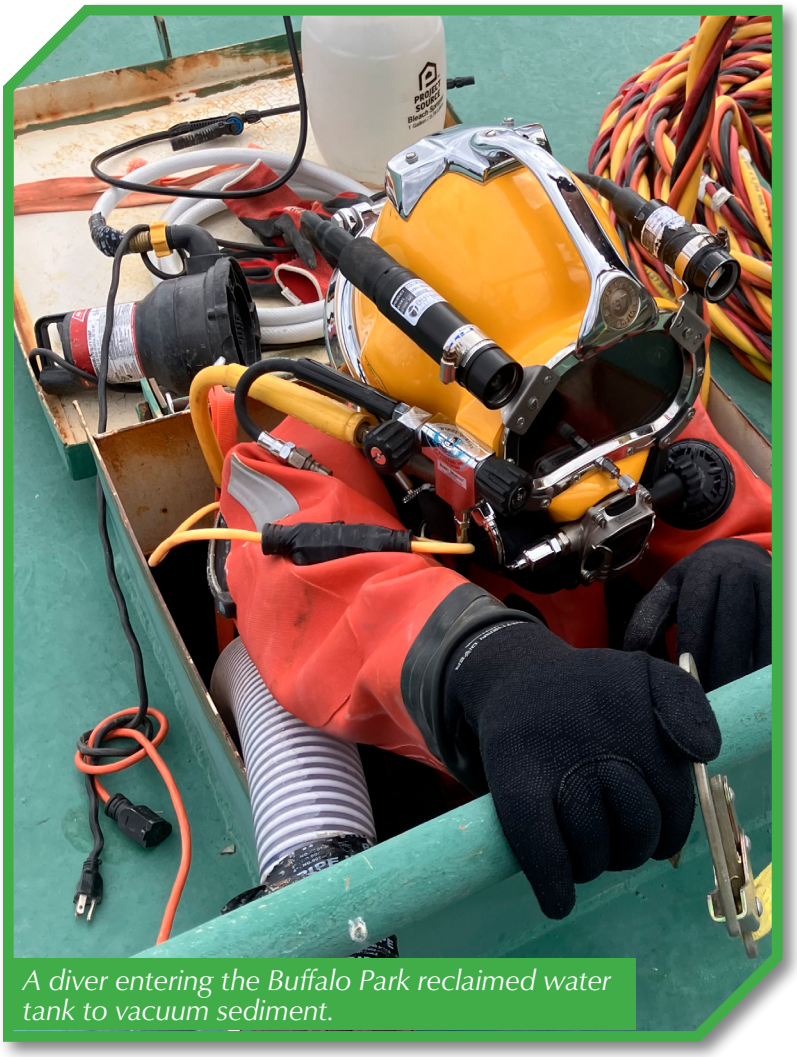
4. *The baseline scenario assumes Flagstaff's 40-year average growth rate, while the Regional Plan scenarios are based on the moderate growth projections. The baseline scenario is therefore conservative about the timing of a new water supply water availability. Additional scenarios are provided in Hill, B., Water Resource Scenario Planning, Resiliency and Redundancy Technical Memorandum, January 2025.*

5. *A scenario like what is provided in Figure 9-4 demonstrates projected water use, which is not a direct comparison with actuals given the growth rate and per-capita water use rate are not constant from year to year. Scenarios are not static and are updated and recalibrated for accurate modeling based on new data and conditions. Therefore, scenario planning is an important tool for looking at a range of projections to capture and prepare for the range of demands Flagstaff might experience.*

6. *City of Flagstaff, Report to the Water Commission, 2023.*

7. *ADEQ. Advanced Water Purification. 2025*

8. *City of Flagstaff internal energy use data.*



A diver entering the Buffalo Park reclaimed water tank to vacuum sediment.

CHAPTER 10

ENERGY AND CLIMATE ACTION



Ponderosa's Soul, Jane Birchard, 2022

ENERGY AND CLIMATE ACTION

BACKGROUND

Energy is an essential community resource created by a complex multijurisdictional system where the public, private sector, and federal, tribal, state, and local governments must collaborate to provide services and meet the demands of communities, while planning for the future. In the Region, Arizona Public Service Company (APS) provides electricity and Unisource Energy Services provides natural gas utilities.

The Region's electricity needs will continue to rise due to warming temperatures, drought, increased dependence on technology, the adoption of EVs, electric heating in homes, and growth in population and tourism. In January 2020, APS made a 'carbon free' commitment, setting goals of 65-percent carbon-free grid electricity by 2030 and 100-percent carbon free electricity by 2050. This is a 30-percent improvement compared to the local grid in 2020. The City's goal of achieving carbon neutrality is intrinsically linked to APS' carbon free commitment. With the growing demand for electricity, the City is prioritizing energy efficiency and educational strategies to reduce demand and utilize cleaner sources of energy.[1] The proportion of emissions from natural gas use is expected to rise as emissions from electricity decline with an increasingly cleaner grid.

Unisource provides natural gas to over 25,000 Flagstaff customers. Approximate half of natural gas usage in Flagstaff is residential, and the other half is almost evenly split between industrial and commercial customers. Unisource is creating a Renewable Natural Gas Feasibility Study and may look to partner with the City and County on methane capture and other CO2 removal projects as part of its strategy.

Energy and Emissions: Energy use in buildings is the largest source of human-caused GHG emissions and accounts for approximately 50 percent of the City's total emissions. Reducing energy use, using energy more efficiently, and switching the fuels used in buildings and for transportation are critical components of reducing GHG emissions.

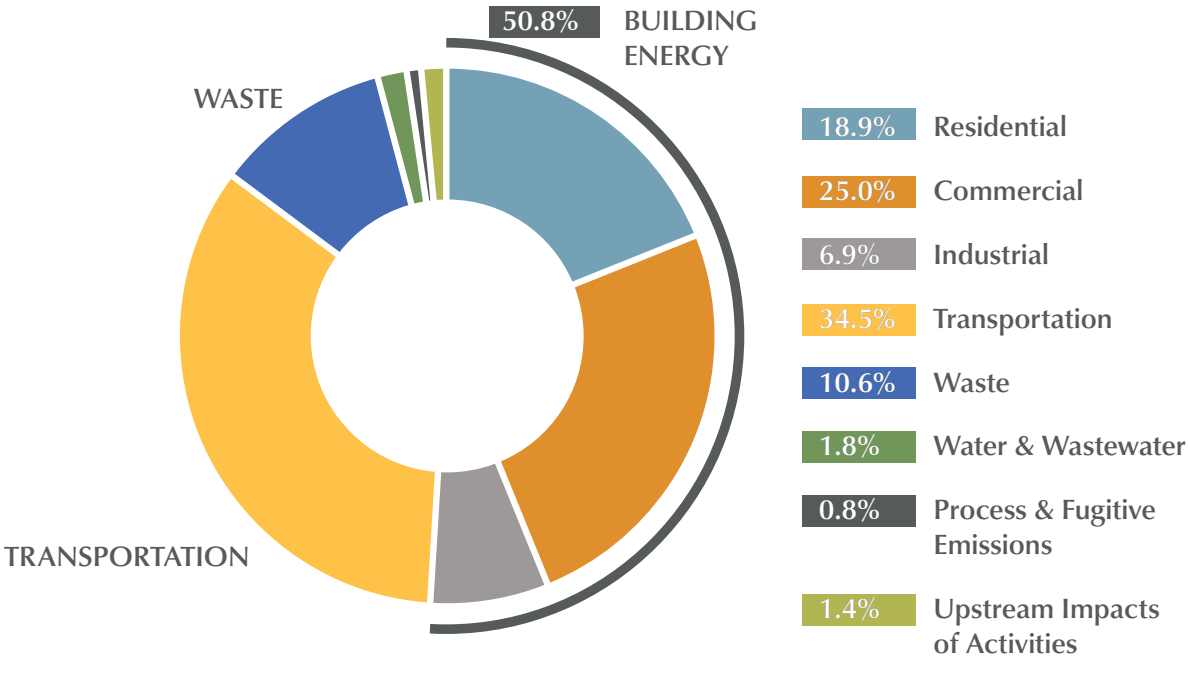


Figure 10-1: City of Flagstaff Emissions by Sector in 2020. Source: Climate and Energy Regional Snapshot

Building Energy

Energy use in buildings use has a direct impact on a community's health, safety, air quality, environment, and economic development. The City and County influence energy use through their policies, codes, programs, and outreach, but the types of energy available to the City and County are driven by the electric and gas utility providers and regulated by the ACC.

Improving energy efficiency, coupled with switching building fuel, are two of the quickest methods to reduce energy demand and emissions from buildings. Building fuel switching is the process of moving from on-site combustion of fossil fuels (such as natural gas) to electricity for building appliances. This includes changing out appliances for cooking, space heating, water heating, or drying clothes. Electric appliances are more efficient than gas-powered appliances, and lead to large reductions of emissions. On-site combustion of natural gas produces approximately 44 percent of the City's building emissions, including approximately 56 percent of residential emissions[2] (see Chapter 7, Resource Stewardship and Resilience, for more information on air quality).

An estimated 69 percent of households in the City use natural gas for heating, which is notably higher than the County-wide rate of 49 percent. In both the City and County, about 24 percent of households use electricity for heating. In the County, it is more common for households to rely on wood stoves (15 percent) and propane or other bottled gas (nine percent) for heat. Within City limits, only about six percent of households use a non-utility source for heat.[3] Removing natural gas utilities entirely from existing customer properties may be cost prohibitive in some cases. Therefore, increasing the efficiency of natural gas appliances and heaters and providing weatherization assistance are important tools for reducing emissions when fuel switching is not a financially feasible option.

The City has an incentive program to reduce emissions through being energy efficient and switching to electricity as the primary energy source for buildings. This strategy will reduce climate pollutants, especially as the proportion of renewable energy that powers the electrical grid increases. Emissions from electricity currently constitute approximately 25 percent of all of the City's GHG emissions.[4] Fuel switching on pace with APS's objective to have a 100-percent clean electricity grid by 2050 would eliminate one quarter of the City's emissions. In combination with the various fuel switching strategies, the impact of clean electricity could be even greater.

Increased energy efficiency is an important goal for the City and County, as it results in lower costs for residents, increased resilience, and reduced GHG emissions. Energy efficiency solutions can be applied to new construction or as a retrofit to an existing building. Examples of construction methods and tools that can reduce energy use and GHG emissions include but are not limited to weatherization, smart thermostats, energy-efficient appliances and windows, cold-climate electric or dual source heat pumps for space and water heating, distributed energy generation, water conservation, and energy storage (batteries). New construction is generally more energy efficient than existing buildings because it meets the newest Building and Energy Code requirements; however existing buildings have higher embodied carbon.

The Cost of Energy Inefficiency: The existing building stock is expected to make up more than 90 percent of the Region's buildings in 2030,[5] making energy efficiency retrofits an important priority for the City and County. Flagstaff's older building stock would benefit from energy efficiency and electrification upgrades, which would improve indoor air quality and health and reduce costs for residents. Energy-efficiency investments reduce the amount of energy needed to heat and cool buildings, which leads to lower energy bills and less reliance on outside fuels. This, in turn, can ease the financial burden of extreme weather on middle- and lower-income households. More efficient buildings help City residents be better prepared for the extreme weather that is predicted due to climate change, such as excessive heat, large winter storms, or extreme cold. Home weatherization, a low-cost energy efficiency tactic, also improves health for residents—particularly for children who suffer from asthma.[6] Energy-efficient building practices and demand management will be needed to ensure that buildings in the Region are well-insulated and require less heating and cooling.

Clean Energy Production

The Region already benefits from some clean, renewable energy. APS and private developers who sell energy to utility companies provide sources such as wind, solar, and hydropower. Residents and businesses also generate renewable energy through on-site production such as smaller-scale photovoltaic panels, wind turbines, and biomass. The benefits of renewable energy include lower pollution, reduced GHG emissions, and increased energy independence. Importantly, utility scale solar and wind, combined with energy storage, are now the least expensive sources of energy generation and are becoming a much larger component of the electricity grid. Because of their low costs, wind, solar, and battery power plants comprised 82 percent of all new energy generation in the US in 2023.[7] The 15-year *APS Integrated Resource Plan* preferred action plan would increase the total installed capacity by 16,000 megawatts by sunsetting coal power; increasing microgrid, wind, solar, and distributed energy; and through efficiencies gained via demand response and energy efficiency.[8] In addition to the energy sources shown in Figure 10-3, the City has a power allocation from the Hoover Dam, providing renewable hydroelectric power for municipal use.

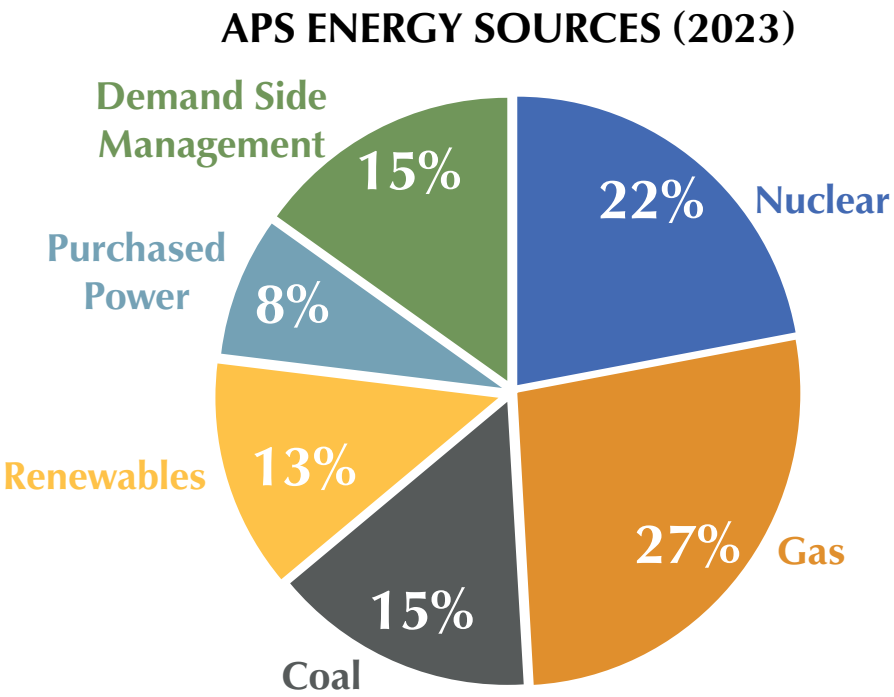


Figure 10-2: APS Energy Sources in 2023 across the entire APS service area, which covers much of Arizona. APS generates power through various generation stations and through purchased power agreements. "Demand Side Management" refers to energy conservation and storage measures. Source: APS

The City Zoning Code permits small-scale and renewable energy solutions in all zones by right. The County Zoning Code also allows for distributed renewable energy systems in all zones. This means that adding solar panels or a wind turbine to an existing developed site is permissible. Many commercial and residential energy customers have taken advantage of rebates, cooperative models, and tax incentives to produce on-site energy. These activities also provide clean energy into to the grid through agreements with APS under its existing programs.

Data Centers and Chip Manufacturing: In recent decades, the demand for digital services has grown rapidly, requiring a network of energy- and water-intensive data centers and semiconductor chip manufacturing facilities. These data centers use 10 to 50 times the energy per square foot of floor space than a typical office building and account for approximately two percent of total US electricity use.[9] Several data centers are planned or are under construction within APS's service territory, though none are currently proposed for the Region. APS projects that data centers will be a primary driver of forecasted energy growth and is planning for increases in annual peak demand and energy needs due to data center load.[10] Manufacturing of semiconductor chips (for computers, phones, cars, and other technological devices) is a growing land use in Arizona and across the US that can use millions of gallons of water every day. Although there are currently no semiconductor chip manufacturers in the Region, it is important to consider the potential future impacts of these facilities on local energy and water supplies.

Coconino County's 2015 *Comprehensive Plan* identified the need to develop a utility-scale energy ordinance to provide developers with direction on the appropriate siting of utility-scale projects. Utility-scale renewable energy systems produce electric power and transmit it to supply energy to the electric grid for off-site uses. In 2022, the County adopted a utility-scale renewable energy ordinance that provides location criteria and specific standards for developing utility-scale renewable energy throughout the County, including the portion of the County within the Region. To date, there is one utility-scale project within the Region: an APS solar installation located on Highway 89 in Doney Park. Several existing and planned projects are located within greater Coconino County.

Opportunities to develop utility-scale solar production on City property exist at a limited number of large City-owned properties. Large private properties such as Babbit Ranches and Arizona State Land also support utility-scale renewable energy production for the economic benefit of the property owner to trustees. Utility-scale solar on large properties in the Region could generate an equivalent amount of electricity to cover government operations and meet the electricity needs of a sizable portion of the community.

Shifting to clean electricity decreases the current impact fossil fuels have on historically marginalized neighborhoods and communities. At the same time, the economic, sustainability, and air quality impacts of new utility-scale energy facilities must be balanced with potential consequences for natural resources, cultural sites, and practices valued by Indigenous residents. The County's Utility-Scale Renewable Energy Ordinance therefore identifies "Project sites that retain current and traditional land uses, including ceremonial uses for Native Americans, and allow multiple uses of the land such as ranching, agricultural, and recreational uses, are preferred over single-use projects" as preferred site criteria for locating and designing new installations.

Grid Modernization

Grid modernization is rooted in four basic principles:

1. Better integration of various sources of electricity to ensure a resilient, reliant, and flexible grid.
2. Improve grid security.
3. Address the challenges of energy storage and distributed energy.
4. Provide a critical platform for the US to compete and innovate in the global energy economy.

While APS is transitioning from fossil-fuel-based energy to clean and renewable energy sources, the *APS Integrated Resource Plan* forecasts that the electrical demand from data centers, large industrial and manufacturing sites, EVs, and commercial and residential uses will increase by nearly 24,000 Giga watt hours statewide by 2040.[11] This growing demand will require expansion of the grid in the next few decades, which will have landscape-scale effects on Northern Arizona. For example, transmission mains must be replaced, updated, and expanded. Without these necessary infrastructure expansions, the Region will not be able to meet its carbon reduction objectives. At the same time, the environmental impacts of expanding and extending large-scale electrical infrastructure will need to be evaluated and, where possible, mitigated.

To increase grid stability, APS has begun to develop redundancy loops of transmission lines, including one that benefits the Region. Redundancy is key to grid modernization. It ensures the continuity of electrical service during repairs, equipment issues, or unexpected events. The 230-kilovolt lines planned and under construction are needed

to meet the *Integrated Resource Management Plan* goal "to provide service to a new high-load customer and additional redundancy to new and existing high-load customers in the area. The in-service date is predicated on ramp rate of customer load."[12] From a land use perspective, these facilities are considered "utilities" in the City and County zoning codes and are allowed by right. The complexity of permitting and constructing them to and from the Region requires coordinating with federal lands and balancing the need to complete this infrastructure and ensure its stability with conserving the Region's natural and cultural resources.

Electric Vehicle Charging Infrastructure

Electrification of the transportation sector requires a robust network of EV charging infrastructure. Investing in and encouraging expansion of electric charging infrastructure for EVs increases access for residents and enables visitors with EVs to select the Region as a destination. Ideal sites for charging stations include businesses, public facilities, hotels, multifamily residential complexes, and individual homes. The City is supporting the transition by implementing charging standards for new developments and redevelopments, installing EV charging stations on City property, and providing public education and outreach. The City has worked with APS to install charging ports for public use at City facilities and update code to promote EV-ready parking spaces at commercial and multifamily new construction. The County has installed EV charging stations at four locations throughout the County, two of which are publicly accessible, through the APS Take-Charge Program, and will install additional units as funding becomes available.

ADOT's *Electric Vehicle Infrastructure Deployment Plan* "seeks to increase the long-range mobility of EV drivers by reducing gaps in electric vehicle supply equipment infrastructure (EVSE; i.e., an EV charging station) and contributing to an equitable, reliable, resilient, and accessible national EVSE network." The plan identifies the charging network along Alternative Fuel Corridors established by the FHWA. I-40, from the interchange with I-17 in Flagstaff, east to Winslow is designated as a corridor that is ready for EV charging designed for the traveling public. US Highway 89, from Flagstaff to Utah, is pending based on necessary upgrades to the existing electrical infrastructure.

Household Energy Costs and an Equitable Energy Transition

The transition to clean energy and the impact of energy costs on households are important considerations in establishing regulations and programming for building energy efficiency. Residents in cold climates in the western US spend an average of $1,550 on annual energy costs.[13] Three in 10 households in the US face challenges in meeting their energy needs.[14] Low-income households face a disproportionately higher energy burden, meaning they spend a greater portion of gross household income on energy costs. In the City, low-income households spend 13 percent of their income on energy each year; higher-income households spend between one and three percent. This large and disproportionate energy burden leads to a high cost of living, limited disposable income, and financial insecurity for the City's low-income families. As the City transitions to more energy-efficient and electric homes, prioritizing the homes of low-income residents, who suffer the most from inefficient buildings and high energy prices, is critical.

There are many ways to reduce home energy consumption and costs in existing and new homes, such as net-zero building strategies, Green Building standards, and other methods. The combination of energy-efficient, all-electric appliances and equipment and home weatherization can reduce annual energy use and costs, especially if paired with on-site photovoltaic solar panels. For example, all-electric homes can have lower upfront costs and utility bills compared to mixed-fuel (electric/natural gas) homes, including in places where electricity is significantly more expensive than natural gas per unit of energy.[15] These savings result from avoiding the cost of installing new natural gas infrastructure and using heat pumps for space and water heating, which transfers heat instead of creating it. Other methods of improving energy efficiency have higher upfront costs but more return on investment in long-term costs. For example, green homes and net-zero homes have higher upfront costs (12 to 20 percent higher than houses built to minimum code requirements) which can be reduced through financial incentives and reduce energy costs by $1,500 to $1,800 per year.

Energy efficiency and electrification upgrades in existing homes can also lead to cost savings, improved comfort, and improved health. As a result, retrofitting existing buildings can impact residents in a positive way and reduce energy use in the coming decades. The City provides some programming to assist moderate-and-low-income residents with the installation of energy-efficient technologies and appliances, which can also bolster the anti-displacement strategies this Regional Plan supports.

Carbon Storage and Carbon Dioxide Removal

Carbon storage and removal are both key to future climate action. The Region has numerous landscapes that act as natural carbon sinks, removing and storing carbon dioxide from the atmosphere. Carbon dioxide removal or "CDR" refers to approaches that remove CO2 from the Earth's atmosphere - mimicking the carbon storage abilities of the forests. CDR encompasses a wide variety of technological and biological approaches, including direct air capture of CO2, carbon removal using plants or algae to capture it, soil carbon sequestration to increase the carbon content of soil, reforestation, permanently storing carbon in rocks or minerals, and ocean-based CDR which amplifies the ocean's natural carbon-storing processes. The carbon stored in the Region's forests is also important to measure and protect by providing forestry and fire treatments that minimize mortality from wildfire and drought. All these approaches store the captured carbon long term in rocks, plants, oceans, or manufactured products like low-carbon concrete.[16] Many of the technological solutions are in development and there are pilot projects throughout the western US testing their efficacy.

CDR is a critical component of the City's *Carbon Neutrality Plan*, which relies on both reducing GHG emissions and removing CO2 from the air. This means that the Flagstaff community's GHG emissions must be reduced, and any remaining emissions must be balanced by removing an equivalent amount of CO2 from the atmosphere, through CDR.

The City and the larger Flagstaff community are currently supporting local CDR strategies and projects, including large-scale land-use and industrial processes. Larger landscape-scale initiatives—such as regenerative agriculture and ranching, urban forestry, and rehabilitation of riparian and degraded lands—remove CO2 from the atmosphere and store it in plants and soils. Carbon burial is a process for reducing carbon emissions in which harvested biomass is buried, sealed, and monitored to prevent the release of carbon during decomposition of the wood. Other types of CDR initiatives rely on industrial processes to remove CO2 from the atmosphere and store it long term in materials, such as low-carbon concrete, or inject it into geologic formations.

Developing a portfolio of CDR strategies to meet carbon neutrality goals will require multi-jurisdictional collaborations with local, regional, state, and federal partners. Most of the land available for landscape-scale CDR projects is in the County, outside of City limits. Adding to or updating City and County codes to support land uses that serve as CDR projects will also be critical to meeting the City's carbon neutrality goals. While the County has not adopted a carbon neutrality goal, it can update regulations to support land uses that help move the City and Region toward this goal.

Action Items

High Priority Action Items. See Appendix C for additional information.

Type of Action	Item	Timing
Code	Review and revise existing City Codes, plans, and processes to achieve carbon neutrality through updates and equitable access to reflect rapidly changing technology related to energy efficiency, renewable energy, energy or battery storage, and electrification.	Mid term

Other Action Items: While important, these projects may be prioritized as opportunities and funding arise.

Type of Action	Item	Timing
Partner	Collaborate with the construction and development industry, realtors, property managers, and the public to increase general and technical knowledge and workforce capacity for building energy efficiency and fuel switching.	Mid term
Code/Partner	The City and County will continue to coordinate on adopting the International Code Council building and energy codes in a manner that supports plan priorities.	Mid term
Code	Update the City Sustainable Building Resolution and Sustainable Residential Building Incentives to further implement net-zero energy standards.	Short term
Fund	Modernize and incorporate renewable energy and innovative technology into the energy systems at City facilities, especially the Wildcat Hill Water Reclamation Plant and the Cinder Lake Landfill.	Long term
Partner	Develop public and private partnerships and incentives to install Level 2 and Level 3 (aka Direct Current Fast Charging or DCFC) EV charging stations in publicly accessible parking areas along tourism corridors, at workplaces, businesses, and in multi-family housing developments.	Mid term
Partner	Support solar cooperatives that assist residents in obtaining solar electricity for a lower price.	Short term
Plan/Fund	Promote and expand the resources for the County's sustainability efforts by providing support for climate action in the Region.	Short term
Fund	Explore the establishment of a revolving loan fund for energy efficiency upgrades and retrofits to make affordable financing available to commercial and residential properties. (City only)	Long term
Code	Work toward ensuring access to EVs by incentivizing the installation of charging infrastructure for low-income residents and multi-family housing developments.	Short term
Plan	Develop and fund a plan to ensure Region-wide fast charging opportunities that are not met by the *ADOT Electric Vehicle Deployment Plan*, such as along the US 180 corridor, to support the tourism economy.	Mid term
Fund	Actively pursue federal, state, and other funding sources to advance the electric charging capabilities for public transportation, including school and transit routes and hubs. (City only)	Short term
Fund	Create a Renewable Energy Incentive District[17] to promote development of renewable energy utilities. (City only)	Long term
Plan	Engage in utility planning efforts such as the APS Integrated Resource Planning process to advocate for adequate energy efficiency programs, promote decarbonization, and to increase clean and renewable energy sources.	Continuous

Type of Action	Item	Timing
Partner	Encourage or assist industrial operations in the City to capture carbon emissions at the source to prevent emissions from being released into the atmosphere or support an equivalent amount of CDR.	Mid term
Code	Establish initiatives and maintain and update City and County codes to support CDR on lands in and around Flagstaff in a manner compatible with Fire-Adapted Communities practices.	Short term
Plan/Fund	Pilot building electrification, water conservation, and other climate initiatives at a block or neighborhood scale to more cost-effectively transition to climate-friendly energy, water, and resource use.	Mid term
Partner	Partner with utilities to plan for adequate charging capacity and increased demand for electricity.	Continuous

Endnotes

1. City of Flagstaff, Carbon Neutrality Plan, 2022.

2. City of Flagstaff, Carbon Neutrality Plan, 2022.

3. US Census Bureau, 2022 American Community Survey 5-Year Estimate.

4. City of Flagstaff, Carbon Neutrality Plan, 2022.

5. City of Flagstaff, Carbon Neutrality Plan, 2022.

6. Building Performance Institute, "Study Links Weatherization to Improvements," 2023.

7. US Energy Information Administration, "Wind, solar, and batteries," 2023.

8. APS, Integrated Resource Plan, 2023.

9. US Dept of Energy (DOE), "Data Centers and Servers."

10. APS, Integrated Resource Plan, 2023.

11. APS, Integrated Resource Plan, 2023.

12. APS, Integrated Resource Plan, 2023.

13. US Energy Information Association (EIA), "2020 Residential Energy Consumption Survey," 2024.

14. US EIA, "One in three US households," 2018.

15. Rocky Mountain Institute, "The Economics of Electrifying," 2022.

16. US DOE, Carbon Dioxide Removal, 2021.

17. A.R.S. § 9-499.14.

CHAPTER 11

INFRASTRUCTURE AND PUBLIC SAFETY



Anonymous, Community Event 2022

INFRASTRUCTURE AND PUBLIC SAFETY

Dependable public facilities and services such as electricity, broadband internet, water and sewer distribution and treatment, stormwater management, and trash collection ensure that the Region is a functional, clean, and healthy place to live, work, visit, and pursue an education. Safety and emergency response systems protect the well-being of the Region's residents and visitors. Looking to the future, growth in the population, increased tourism, and the expected impacts of climate change will increase demands on and test the Region's infrastructure systems and services. This requires forward-thinking, thoughtful planning, and significant investment to achieve long-term resilience.

BACKGROUND

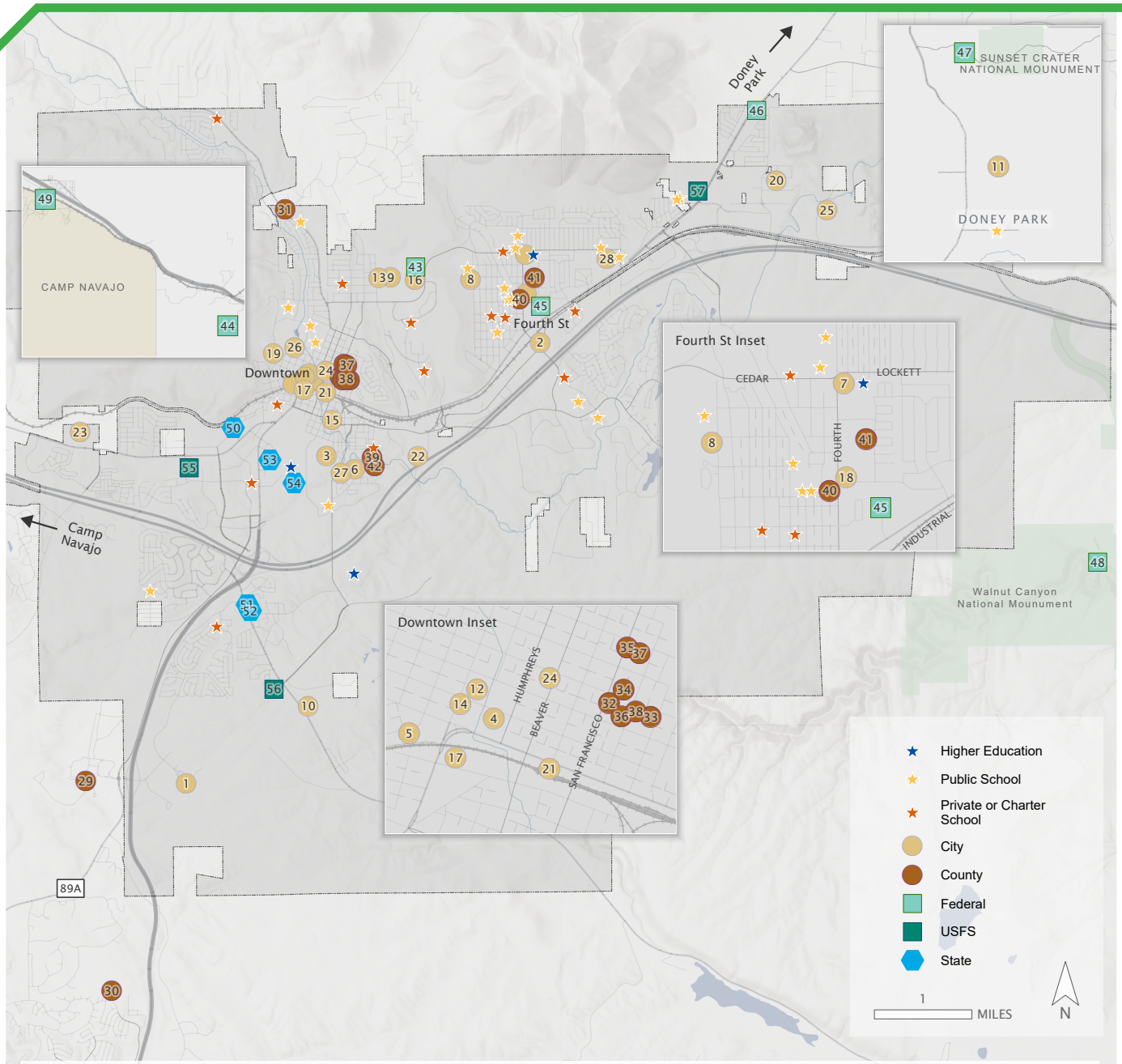
The City and County have several infrastructure and public safety priorities in the coming decades. Protecting the Region from undesirable wildfires and flooding is a critical issue, made more complex as climate change intensifies the need for coordination between multiple agencies and partners. The increasing density within the City's urban core requires a transition within the realm of public safety as land use evolves to include more midrise buildings, which have different structural risks for firefighting and evacuation. Infrastructure priorities include replacing aging infrastructure, extending the life of the Cinder Lake Landfill, and providing adequate drainage and flood mitigation for a changing climate. Another priority is to address the Region's broadband infrastructure, which does not adequately serve all residents and requires modification to provide a higher standard of service. For the City, adding additional water and sewer capacity and extending the lifespan of the Cinder Lake Landfill to support new development are critical to keep pace with current and anticipated community growth.

Public Facilities and Services

The federal and state government, City, and County manage over 50 public facilities in the Region, including government building complexes on Camp Navajo and the NOFS. The purposes of these facilities range from publicly accessible community centers, recreation centers, and educational institutions — which provide important services and support community well-being — to research facilities and offices. They also support services such as housing, water and wastewater treatment, public health, and maintenance and operations of the Region's infrastructure.



Water pumps at Wildcat Hill Water Reclamation Plant



	Name	Agency		Name	Agency		Name	Agency
1	Flagstaff Pulliam Airport	City	21	Visitor's Center	City	41	County Health and Community Services	County
2	Flagstaff Aquaplex	City	22	Rio De Flag Water Reclamation Plant	City	42	Coconino County Search and Rescue	County
3	Cemetery Storage Warehouse	City	23	Public Works Corp Yard	City	43	USGS	Federal
4	City Hall	City	24	City Court	City	44	US Naval Observatory	Federal
5	Coconino Warehouse	City	25	Wildcat Water Treatment Plant	City	45	US Post Office - Main	Federal
6	Boys and Girls Clubs of Flagstaff	City	26	Sustainability (Thorpe Shop)	City	46	US National Park Service Office	Federal
7	East Flagstaff Public Library	City	27	Brannen Homes	City	47	Sunset Crater Visitor Center	Federal
8	Hal Jensen Recreation Center	City	28	Siler Homes	City	48	Walnut Canyon Visitor Center	Federal
9	Jay Lively Activity Center	City	29	Fort Tuthill Parks and Recreation	County	49	Camp Navajo Military Reservation Entrance	Federal
10	Lake Mary Water Treatment Plant	City	30	Kachina Village Maintenance Yard	County	50	Department of Public Safety	State
11	Landfill - Administration Bldg	City	31	County Services - Fort Valley	County	51	Arizona Game and Fish Department	State
12	Flagstaff Public Library	City	32	Coconino County Courthouse	County	52	Arizona Department of Forestry and Fire Management	State
13	McPherson Center	City	33	Coconino County GIS	County	53	Riordan Mansion State Historic Park	State
14	Milligan House	City	34	Coconino County 110 Services	County	54	Northern Arizona University	State
15	Murdoch Center	City	35	Coconino County Human Resources	County	55	USFS Supervisor's Office	USFS
16	NACET - Incubator	City	36	County Legal Defender	County	56	USFS Mormon Lake Range Station	USFS
17	Police substation (Downtown Connection Center)	City	37	Coconino County Adult Probation	County	57	USFS Peaks Ranger Station	USFS
18	Police substation (Market of Dreams)	City	38	Coconino County Administration	County			
19	Joe C. Montoya Community & Senior Center	City	39	Coconino County Sheriff's Department	County			
20	Eastside Utilities Shop	City	40	Cooperative Extensive Services	County			

Data Source(s): Esri, NASA, NGA, USGS

Information Map 11-1: Public Facilities in the Region

In 2022, the City updated a Sustainable Building Resolution that requires "all non-Housing Section, occupied, City-owned new construction and major renovation of existing facilities, including building additions over 10,000 square feet, achieve all-electric, emissions-neutral operations while also achieving certification in the most recent version of LEED (Silver) or Green Globes (3 Globes) or Living Building Challenge (full certification)." The Resolution also requires that buildings no longer in use by the City be evaluated for use as affordable housing before being considered for other uses or disposal.[20]



Figure 11-1: The Five Phases of Emergency Management. Source: City of St. Louis.

City and County staff, in coordination with local federal agencies, are the first responders during emergencies such as wildfires, floods, or other incidents, depending on the location within the Region. The City and County work together to develop the *Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)* every five years and uphold jurisdictional Emergency Operations Plans, which delineate the roles and responsibilities of City and County departments in all emergency management phases.

To address emergency management needs in the Region effectively, the City and County utilize the five phases of Emergency Management to create a framework to reduce vulnerability to hazards and cope with large emergencies and disasters. The five phases, as seen in Figure 11-1, guide personnel through the decision-making process to improve the capability to prevent, mitigate against, prepare for, respond to, and recover from large-scale emergencies and disasters.

Hazard Identification

All the top hazards identified in the MJHMP are at risk of occurring in the Region. The MJHMP identified nine hazards that affected the Region between 1967 and 2020 and assigned each a priority score based on its (1) likelihood to occur, (2) risk of impacts to structures and vulnerable populations, (3) risk of increased frequency, and other relevant factors. The Region's highest risks are undesirable wildfire (including post-fire flooding), transportation-related incidents (involving rail, air travel, or vehicles, and major road or highway disruptions), drought, and a public health emergency (see Table 11-1). The mitigation, preparedness, and prevention phases of emergency management are strategically designed to address each of these risks.

Hazard Mitigation refers to the process of minimizing the loss of life and property by reducing the impact of disasters and emergencies. This involves taking measures and actions that can prevent an emergency from occuring, reduce the likelihood of an emergency happening, or minimize the harmful effects of disasters that cannot be avoided.

Table 11-1: State and Federally Declared Disasters that Included Coconino County, 1967-2020. Source: MJHMP 2021 and DEMA Operations Branch[1]

Hazard	MJHMP Priority Risk Index	No. Of Declarations	Fatalities	Damage Costs ($)
Dam Failure	2.5 Moderate	1	0	Not Available
Drought	3.55 - High	4	0	$303,000,000
Earthquake	2.45 - Moderate	2	0	Not Available
Flooding / Flash Flooding	2.9 - High	12	23	$3,007,566,000
Public Health Outbreak	3.55 - High			
Severe Wind	3.15 - High	1	0	Not Available
Winter Storm	3.15 - High	7	12	$14,960,904
Transportation Incident	3.20 - High	2	25	Not Available
Wildfire	4.0 - Severe	25	0	$35,162,252

Between 2020 and 2024 the following incidents occurred in the City:

- In 2023, a dam failed at Lower Lake Mary due to heavy precipitation.
- In 2022, the Pipeline Fire burned portions of Mt. Elden and Schultz Pass.
- In 2022, flooding unrelated to wildfire conditions occurred in the Swiss Manor and the Upper and Lower Greenlaw neighborhoods.
- In 2020, wildfire-related flooding occurred on the US 180 corridor.
- Between 2019 and 2022, post-fire flooding occurred following three wildfires. Multiple widespread residential areas were affected by post-wildfire flooding including the Timberline-Fernwood, Schultz Creek, Coconino Estates, Paradise, Grandview, and Sunnyside neighborhoods.

Since 2021, these events have cost the City $2,117,916 in flooding-related costs and $1,092,252 related to wildland fire suppression.

Transportation-related crashes can result in the release of hazardous materials. Every day, trains and commercial vehicles carrying hazardous materials travel on rail lines and highways throughout the County, including through the densely populated area of the City. The transportation of hazardous materials is regulated at the federal and state levels. The *Coconino County Emergency Operations Plan*, supported by the *Coconino County Local Emergency Planning Committee's Hazardous Materials Plan*, specifies the roles and responsibilities of stakeholders involved in response and recovery efforts following an incident.

Public Safety and Emergency Services

The Coconino County Sheriff's Office, Flagstaff Police Department, and Arizona Department of Public Safety (DPS) provide law enforcement throughout the Region. The City and County conduct many joint operational efforts in addition to their individual roles in public safety, including police, fire, and other emergency responses. The Law Enforcement Administration Facility (LEAF) in Flagstaff provides centralized 911 operations and dispatch center, police and sheriff offices, and the youth detention facility and jail in a centralized location.

Addressing: The City and County use addressing processes that are integrated into the postal system and the police and sheriff's office's Enhanced 911 efforts. Both agencies have addressing manuals and standards that are supported by their respective Planning and Development Services and GIS staff. A comprehensive approach to addressing ensures reliable mail delivery and reliable response times for police, fire, and other emergency services.



Flagstaff Fire Department personnel participate in an Airport Emergency Exercise

The County has numerous areas with challenging topography over large landscapes. The Search and Rescue (SAR) Unit responds to between 125 and 175 missions in a typical year. The 911 call center receives even more SAR-related calls each year, but many are handled over the phone or by the responding sheriff's deputy without SAR Unit assistance. The County's SAR Unit services include paid staff and volunteers trained in:

- Alpine operations.
- All-terrain vehicles.
- Four-wheel drive vehicles.
- Snowmobiles/snowcat operations.
- Boats.
- Global Positioning System (GPS) operations.
- High-angle rescue.
- Low-angle rescue.
- Map and compass navigation.
- Mounted- and helicopter operations to conduct searches and rescues.
- Personal locator beacons.
- Tracking.

DPS bases helicopters to support SAR missions at the Flagstaff Pulliam Airport, Kingman Regional Medical Center, Deer Valley Airport (Phoenix), and Tucson International Airport. These helicopters also provide emergency medical transport and law enforcement support across Northern Arizona.

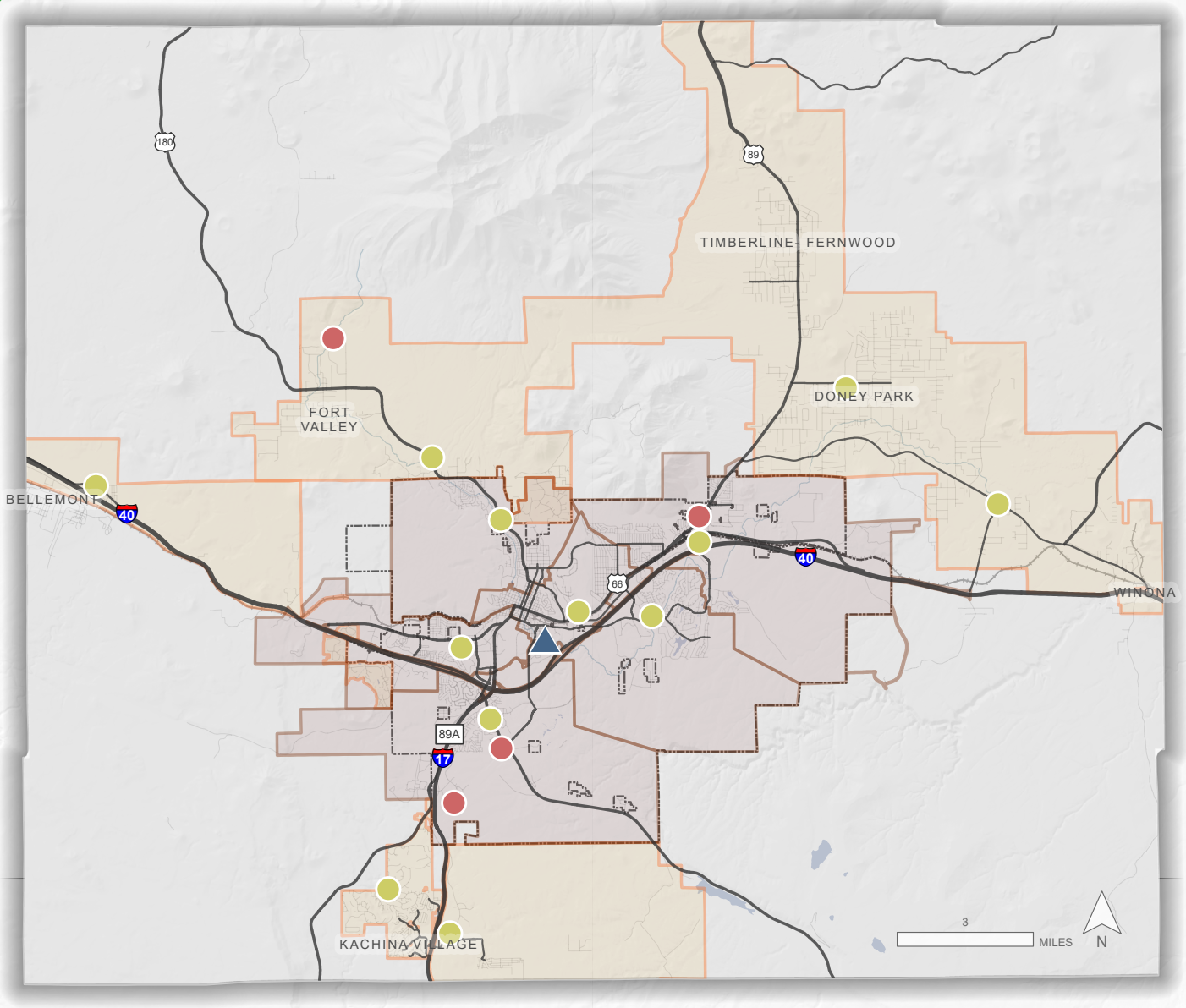
The City and portions of the County are protected by Fire and Emergency Service Organizations (FESO), including the Flagstaff Fire Department and 17 Fire Districts throughout the County. These FESOs range in size and complexity from all paid staff in urban areas to combination staffing (paid and part-time) in more rural areas. When considering ways to reduce risks to and improve safety for the public, FESOs consider at least one of the "five Es" of the Community Risk Reduction mitigation model: Engineering, Education, Enforcement, Emergency Response, and Economic Incentives. Most FESOs engage in the emergency response portion of the model while others may apply efforts in multiple or all parts of the mitigation model.

The Region is the medical hub of Northern Arizona. Flagstaff Medical Center (Northern Arizona Healthcare) is the only Level One Trauma Center in Northern Arizona, which provides emergency room services for Coconino, Navajo, Apache, and portions of Gila and Yavapai counties. Guardian Medical Transport provides air and ground emergency medical transportation in the Region and operates from bases at the Flagstaff Pulliam Airport, McMillan Mesa, and Woodlands Village.

Coordinated Response

Emergency Management and local fire and law enforcement agencies utilize the National Incident Management System and the Incident Command System principles as a framework for an all-hazard response structure. The system is standardized for managing and coordinating resources during emergency response. It is based on a national and regional hierarchy that considers all available resources and covers the command, operations, logistics, planning, and administration of emergencies. This system is used for the entire duration of any emergency response.

For major incidents, the Region enlists assistance from several national centers which are operated by federal agencies and collaborative organizations that specialize in science, training, and information on different hazards (e.g., the National Interagency Fire Center in Boise, Idaho). For incidents that do not rise to the level of requesting a Regional Incident Management Team that specializes in Wildland incidents, mutual aid agreements between jurisdictions are signed to move resources quickly to the area of most need.



- Flagstaff Police/Coconino County Sheriff Department
- Fire Station: Staffed (All Hazard)
- Fire Station: Staffed Year-Round with Seasonal Capacity Increases (Wildland)
- Major Roadways for Evacuation
- Flagstaff Fire District (FFD)
- County Fire District
- CoF Boundary



Information Map 11-2: Public Facilities for Fire, Safety, and Emergency Evacuation

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Emergency Communications and Evacuation Routes

The County employs an emergency notification system to deliver official, real-time alerts to the public, providing crucial information on potentially life-saving actions residents should take. The County and City have collaborated to establish all-hazard evacuation zones, focusing on densely populated residential areas. These zones complement the Ready, Set, Go Program[2] and the County emergency notification system[3] by providing targeted evacuation messaging tailored to specific neighborhoods and communities. The County keeps information about evacuation routes and other important communications on its website at www.coconino.az.gov/ready. Developed in partnership with local stakeholders, this initiative aims to optimize pre-evacuation and evacuation procedures, ensuring swift and effective responses to emergencies.

Wildland Fire

Since 2010, there have been nine wildfires resulting in 255,344 acres burned and 63 homes lost in the County. Ninety-three percent of properties in the County are at risk of wildfire in the next 30 years.[4] Seventy-six percent of the City's water supply is imported from infrastructure located on heavily forested USDA Forest Service lands at high risk of wildfire. This ongoing and increasing risk has impacts to public health, the local economy, public safety, and environmental and cultural resources.

Mitigation is fundamental in managing undesirable wildfire impacts and reducing the cost of maintaining community safety. In fact, every dollar spent on mitigation practices for undesirable wildfires saves at least seven dollars on emergency response activities when an undesirable wildfire does occur.[5]

Wildfire risk reduction has been the focus of many collaborative efforts in the Region for decades. Regional partnerships, large-scale efforts, and market solutions are required to tackle the immense challenge of restoring the forests and reducing the community's fire risk in the following ways:

- **Federal Partnerships:** The USDA Forest Service included the landscapes of the Four Forest Restoration Initiative in the *2022 Wildfire Crisis Strategy*. The Strategy outlines investments in fuels reduction and efforts to step up "the pace and scale of our fuels and forest health treatments to match the actual scale of wildfire risk."[6]
- **Large-scale Efforts:** The City has increased its investments in reducing the risk of wildfire to key watersheds through the Flagstaff Watershed Protection Project (FWPP), approved in 2012. This project was initiated with a $10 million bond for fuels planning and treatment on Observatory Mesa, Dry Lake Hills, and Mormon Mountain. As of July 2024, over 15,000 acres of ecological thinning has been completed within the FWPP footprint with more than 40,000 acres identified for future thinning. This project is unique in that it applies City funding to projects on federal land.
- **Market Solutions:** In addition to its investments in wildfire risk reduction through forest restoration projects, Coconino County's Forest Restoration Initiative has invested in developing business/industry and job opportunities to support forest restoration work and reduce the economic impacts of wildfire. These investments include receiving an "A" rating as a Bioeconomy Development Opportunity Zone[7] and completing a *Regional Transportation & Market Feasibility Study*. County staff has assisted multiple local companies in receiving grants through the US Forest Service to grow their forest industry businesses. For the investments of the federal, state, and local agencies involved to be effective, however, industry interest, capacity, and a supply chain bottleneck need to be addressed.[8]

Collaborative fire management efforts between federal, state, and local fire staff have proven effective at implementing beneficial wildfires and prescribed fires in and around the Region. However, an increase in the pace and scale of both thinning and burning is needed.

The Flagstaff Fire Department's Wildland Fire Management program has multiple staff committed to supporting wildfire risk reduction activities in the built environment. Qualified staff provide fire risk reduction and home-hardening-based assessments, support National Fire Protection Association Firewise USA® Communities, and have consistently offered private land hazardous fuel reduction funding since 2017. As wildland fire treatments

are necessary to reduce the community's fire risk, programs are also expanding to protect community members from the health impacts of smoke. Since 2020, the fire department's Wildland Fire Management program and City Sustainability staff have distributed hundreds of High Efficiency Particulate Air Filter-rated air purifiers to smoke-sensitive households. The City is supporting community-led Resilience Hubs that will serve neighbors daily as gathering spaces and function as safe locations with healthy air and power during smoke events and other incidents.

Another vital piece of the wildfire prevention process is the enforcement of the Wildland Urban Interface (WUI) Code. The City's WUI code—which applies only to areas within City limits—is an amended version of the 2006 International WUI Code. The WUI code provides a set of guidelines for the management of both the natural and built environment in areas where unoccupied forest land meets urban development. Every neighborhood in the City is considered to be in the WUI boundary. Some examples of specifications detailed in the WUI Code, and in the National Fire Adapted Communities model, include ensuring that properties have "defensible spaces," providing guidance on what qualifies as hazardous vegetation, and clarifying acceptable materials for new structures and development. These mechanisms allow City officials to use scientific knowledge of fire behavior to develop a resilient transition zone between the natural and built environments.

In the County, the voluntary National Fire Adapted Communities Model or the National Fire Protection Association Firewise USA® Communities programs are promoted.

The Fire Adapted Communities Learning Network provides a national framework built around 10 components and many locally generated strategies to illustrate how to create plans for adaptation and resilience to wildland fires. The framework is not a one-size-fits-all solution. It involves a collaborative, multijurisdictional process to be applied community-wide. A Community Wildfire Protection Plan (CWPP) is the typical tool for implementing this framework. The County and City are working to update their plans in the coming years. The Flagstaff Fire Department has been a Core Member of the Fire Adapted Communities Learning Network since 2019.

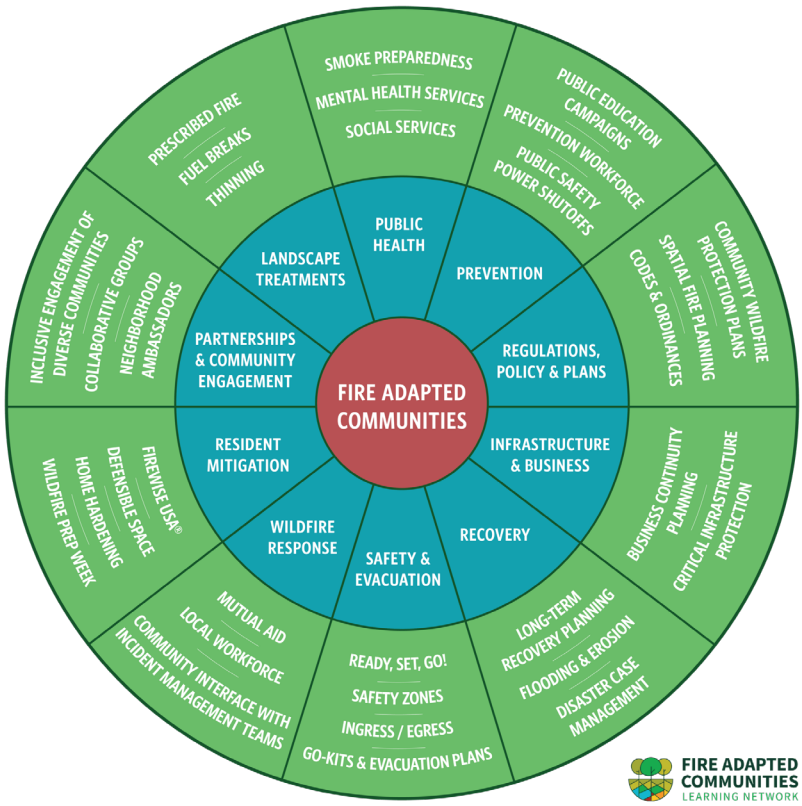


Figure 11-2: Fire Adapted Communities Graphic, Facilitator's Guide. Source: Fire Adapted Communities

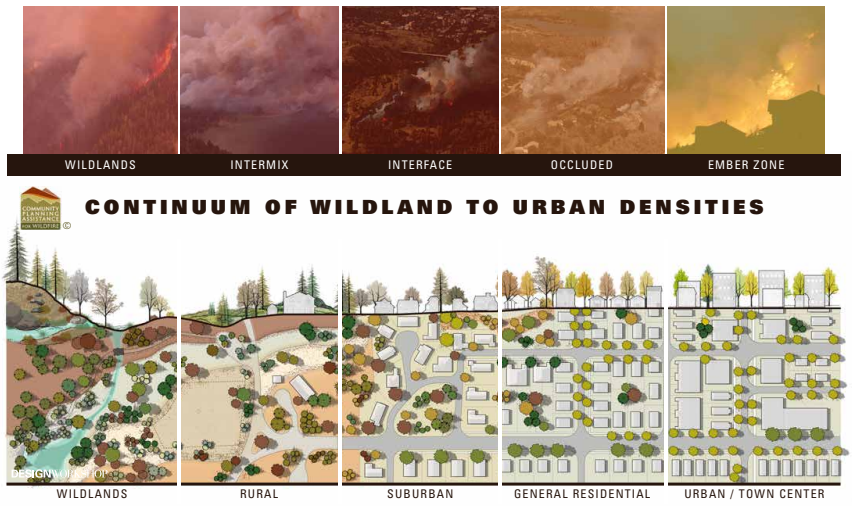


Figure 11-3: Wildland Urban Interface Transition. Source: Community Planning Assistance for Wildfire.

Fire preparedness planning includes a broad range of different preparations that better orient fire personnel and the public to the risks associated with wildfires. It involves working in coordination at the local, state, tribal, and federal levels. Planning for different aspects of wildfire resilience is an extremely important part of ensuring that the community can effectively address hazards as they arise. Several planning documents, from the federal to community level, affect how the Region approaches wildfire. Some of the wildfire planning documents that are relevant to the Region are listed below.

To provide guidance and planning, federal, state, County, City, and volunteer partners are involved in updating the *Greater Flagstaff Area Community Wildfire Protection Plan*. This plan provides local direction for public involvement, integration of Firewise USA® practices, and guidance on how to implement and monitor wildfire risk reduction efforts effectively across boundaries.

Regional Wildfire Preparedness Planning

USDA Forest Service 10-Year Strategy

"Confronting the Wildfire Crisis" is the USDA Forest Service's 10-year strategy to confront the increasing quantity of fires occuring in the western US. The plan emphasizes the need for multijurisdictional collaborations and partnerships to reduce fuel quantities in hazardous areas as a means of reducing overall risk of catastrophic fire events.

Arizona Hazard Mitigation Plan

Arizona's Hazard Mitigation Plan is an important wildfire preparedness planning tool that focuses heavily on assessing wildfire susceptibility across the state and determining levels of vulnerability for Arizona communities. This allows fire personnel to identify areas of interest and effectively focus wildfire prevention efforts in the Region.

Flagstaff Community Wildfire Protection Plan

The CWPP focuses on public involvement, incorporation of Firewise USA® practices, and implementation of landscape treatments to continue to transform the Region into a resilient fire community.

City of Flagstaff Fire Strategic Plan

The City of Flagstaff Fire Strategic Plan considers necessary goals for providing exceptional customer service in the Region. The plan emphasizes the need to foster partnerships within the community, acquire funding to carry out fire-based services, and bolster staffing to provide excellent service to the community.

Wildland Fire Response

For fire response in the western US, most regions adhere to the National Incident Management System, and operations are typically conducted collaboratively across federal, state, and local agencies. In general, personnel and equipment are distributed through national systems based on wildfire severity and need.[9]

Firefighters throughout the Region train and collaborate to ensure they can respond to all areas in a timely manner if a fire hazard arises. All City fire department and County fire district firefighting personnel receive National Wildland Coordinating Group training, greatly enhancing the Region's ability to coordinate fire response. The USDA Forest Service also staffs a significant amount of wildland firefighting personnel in multiple locations, with severity staffing (additional staff and equipment capacity that is provided during times of high fire danger) often available to respond to fires as they occur. The USDA Forest Service also contracts with companies to provide aerial support for firefighting activities. These aircraft and their support equipment can be deployed to forward locations as needed. The Flagstaff Pulliam Airport provides facilities for wildland firefighting aircraft to support firefighting efforts in the Region.

The Ponderosa Fire Advisory Council (PFAC) is a partnership of fire-response organizations and emergency service providers in the Greater Flagstaff Area. The members of PFAC maintain an *Initial and Extended Attack Wildland Fire Operations Plan*. The purpose of this document is to prepare an *Operations Plan* that will be in place in the event of any initial attack fires within the PFAC response area. PFAC members strive to protect the WUI and those identified values-at-risk, such as homes, businesses, historic sites, and water sources. The *Operations Plan* includes the area that encompasses agencies with PFAC membership and state and federal lands. While not intended for wildland fires that do not exceed Type 3 incidents, the *Operations Plan* builds on the current National Cohesive Wildland Strategy and the Greater Flagstaff Area Mutual Aid Intergovernmental Agreement. With agreement among all PFAC members, the plan is designed to maximize effectiveness and efficiency in providing safe and professional responses to wildland fire incidents throughout the Region.

Understanding that fires do not adhere to jurisdictional boundaries, fire districts in the Region incorporate a robust response system known as "automatic aid." This means that when a 911 call about a fire emergency is received, multiple partner districts will respond if additional assistance is required. Multijurisdictional collaboration is a crucial aspect of how fire personnel in the Region protect the community.

Structure Fire Response

The Flagstaff Fire Department maintains a five-minute single unit response time to 90 percent of the City and an eight-minute response time for an "Effective Firefighting Force" (which is the convergence of resources required to conduct initial fire suppression and/or rescue operations at an emergency incident scene efficiently and safely). In the future — given the existing and predicted impacts of population growth and the expansion of multi-story structures to address the City's housing and climate emergencies — the City will require additional staff and specialized equipment to provide services. A new fire station will be needed along JW Powell Boulevard, while Station 1 in west Flagstaff and Station 3 in east Flagstaff will require upgrades. In addition, the Fire Department anticipates the relocation or rebuild of Station 4 along Butler Avenue and the replacement of the Fire Department Training Facility in the coming decades.

Ensuring that adequate fire flow is available from hydrants is an important component of fire suppression. The City maintains minimum fire flow requirements of 1,000 gallons per minute for hydrants located near single-family residential developments and 1,500 gallons per minute for hydrants located near multifamily, commercial, and industrial developments. The number of hours that the required fire flow must be available varies between two and 10 hours, depending on the land use. In the areas in the City where hydrants are not available, the 911 system will automatically dispatch a water tender. The International Fire Code sets fire flow requirements for buildings, which differ based on building construction type, building use, square footage, built-in fire protection, and location (refer to Appendix B of the International Fire Code for details).

Firefighting water supplies throughout most of the County are scarce to non-existent. This creates challenges for homeowners in securing insurance policies, as well as operationally, if there is a fire at a home.

Flooding and Stormwater

Flooding is a long-standing and increasing problem in the Region. In recent years, several City neighborhoods and County areas have dealt with flooding.

As climate change impacts become more widespread and severe, there will be an increase in severe flooding events, and an increase in the number of neighborhoods at risk of severe flooding.[10] Climate change modeling projects intense monsoons, more rain-on-snow events, large storms with wet snow, and an increasing risk of wildfires for the Region. Storms that were previously designated as 100-year (one percent annual exceedance probability) or 500-year (0.2-percent annual exceedance probability) events now occur more regularly. Flooding can be particularly acute downstream of recent high-severity wildfires, as burned areas "can cause a ten-fold increase in stormwater flows."[11] Older infrastructure contributes to a heightened potential for damage. In the Region's older neighborhoods, many buildings and infrastrucutre were constructed decades ago, using different engineering design standards and based on different assumptions about the weather and climate.[12] These conditions present challenges for the City and County in managing stormwater.

The Coconino County Flood Control District (District) is charged with minimizing the impact of floods on human safety, health, and welfare, and restoring and preserving the natural and beneficial values served by County floodplains. The District regulates development within Special Flood Hazard Areas (SFHAs) under its jurisdiction, which are areas identified by FEMA as having a higher risk of flooding. These areas fall under the District's regulatory jurisdiction to ensure that new construction or land disturbance does not increase flood risk to the community.



Sandbag removals from Coconino Estates

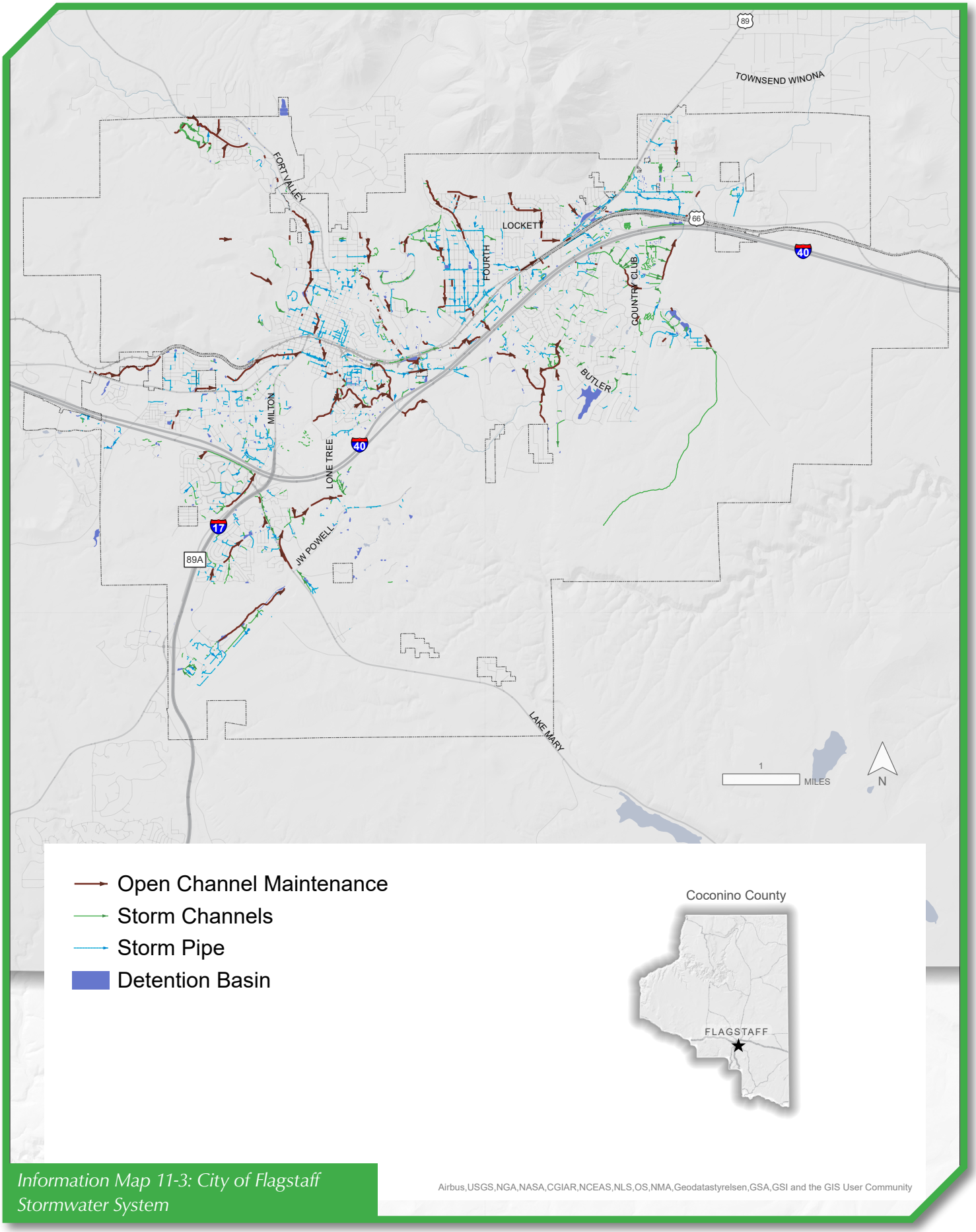


Placement of the Schultz Creek culvert at Highway 180

Since 1984, the District has completed two flood control projects in the Region: the Mountain Dell and Kachina projects. In addition to its core responsibilities related to floodplain management, the District also engages in forest restoration and post-wildfire recovery efforts, including those outside of SFHAs, which are essential to reducing flood risk, protecting watersheds, and enhancing long-term community resilience.

Since 2010, the District's energy and expenditures have been invested almost entirely in addressing post-wildfire flooding, beginning with the Schultz Fire in 2010, and continuing with the Slide Fire in 2014, Museum Fire in 2019, and the Pipeline Fire in 2022. In total, the District has invested over $150 million to reduce the threat to lives, public infrastructure, and private property created by devastating flash flooding resulting from catastrophic wildfires. The District continues to address these threats and has another $30 million in federal funding remaining to invest in the Pipeline Fire flood area. The District has been successful in securing significant federal funding as well as some state funding to address post-wildfire flooding. However, and importantly, nearly the entire District budget, in addition to a $15.5 million loan from the County's General Fund, has been spent on response to and mitigation of post-wildfire flooding. This has been detrimental to addressing flooding in FEMA's SFHAs that fall under the District's jurisdiction.

With the dramatic impact of post-wildfire flooding on the District and County's financial stability and community wellbeing during the last 15 years, the Coconino County Board of Supervisors, which also serves as the District's Board of Directors, advanced through the District a proactive Forest Restoration Initiative in 2018. The Forest Restoration Initiative aims to reduce the wildfire and post-wildfire flooding cycle by improving forest health in key areas at high risk for catastrophic wildfire, likely resulting in a post-wildfire flooding disaster. The current high priority watershed is the Upper Rio de Flag Watershed on the western slopes of the San Francisco Peaks that flows through Fort Valley and Flagstaff. To date, the District has invested over $8 million in the Upper Rio de Flag watershed. The Board of Supervisors continues to strongly support investing in forest restoration, particularly given an updated J.E. Fuller



Information Map 11-3: City of Flagstaff Stormwater System

Hydrology study. Within the Region, an analysis of the Upper Rio de Flag watershed shows that a 21,000-acre high intensity wildfire could result in severe flooding through Fort Valley and the City creating between $535 million and $2.8 billion in impacts to homes, businesses, and public buildings.[13] The Board of Supervisors is strongly supportive of continued investment in forest restoration across all areas of the District.

Within the City, the Stormwater Section provides urban drainage mitigation. Information Map 11-3 shows the City's stormwater system, comprised of open channels, culverts, pipes, and catch basins. Typically, the City has approached flood mitigation through development review and floodplain development restrictions. City flood control work is secondary to proper development standards and is typically addressed through a five-year CIP and coordinated, when possible, with the County Flood Control District. The City has pursued some "total system" projects, most notably the multi-decade Rio de Flag Flood Control Project in cooperation with the Army Corps of Engineers, the Spruce Wash suite of projects pursued after the 2019 Museum Fire, and the Schultz Creek suite of projects pursued after the 2022 Pipeline Fire.

New development in the City is regulated by the City's stormwater codes and standards. They require new development to manage some portion of storm water onsite so it does not increase stormwater risk in the area. When these codes are followed, the amount of impervious surface and hardscape can increase while the flood risk holds steady.[14] See Chapter 9, Water Resource Management, for more information on stormwater management, water quality, and watershed health.

Rio de Flag Flood Control Project

The Rio de Flag is a central seasonal waterway that runs through Downtown Flagstaff and neighborhoods from the northwest US 180 corridor to the east neighborhood of Fox Glenn. Since the early development of central Flagstaff, flooding in the north and central reaches has been frequent and costly. With today's development patterns, a large flood, caused either by weather or post-wildfire conditions, could damage over 1,500 structures valued at more than $916 million, and cause an estimated $93 million in economic damages.[15] Since the 1990s, the City and the Army Corps of Engineers have been working with partners including ADOT and BNSF Railway to carry out a comprehensive flood control project that would reduce the risk of a catastrophic and disruptive flooding, reduce the burden of floodplain management regulations, and eliminate mandatory flood insurance on Downtown and Southside properties. Completing this project is the top priority of the *Southside Community Specific Plan*. The scope of this project includes extensively modifying the channel to reroute it out of Southside, replacing bridges, adding detention basins, and taking other flood control measures. These projects would also provide community benefits on the transportation system for pedestrians, bicycles, buses, and others. This Regional Plan identifies the Rio de Flag Flood Control Project as an essential element for the City's growth and for becoming resilient to post-wildfire flooding.

Local Utilities

The City and several companies provide utility services for the Region. Within the City, most urban and suburban locations have water, sewer, stormwater, and solid waste infrastructure and services. Coconino County does not provide utilities but does ensure coordination among utility providers when reviewing new development proposals. Within the County portion of the Region, water and/or wastewater services are provided to some communities such as Bellemont, Doney Park, and Kachina Village by private utilities or a special improvement district. There are wells, private water and waste haulers, and septic services in even more rural areas. In the Region, APS provides electricity and Unisource Energy Services provides natural gas. Chapter 10, Energy and Climate Action discusses electricity and natural gas in greater detail. There are two providers for broadband internet infrastructure and service, telephone service, and cable television: Optimum and Lumen Technologies, the latter formerly known as CenturyLink. APS, Unisource, and Optimum are franchise utilities, meaning they have agreements with the City to locate their infrastructure in the City's rights-of-way, both underground and aboveground. Lumen is not a franchise utility, so an individual license agreement is required for every project involving use of the City's rights-of-way. The City and County have an important role in coordinating with utility entities in the planning for future public facilities and services.

How do City rights-of-way Work?

The City manages all public rights-of-way and easements within its limits except for the designated highway routes such as Milton Road, Route 66, West Route 66, and Humphreys Street/Highway 180, which are under ADOT's jurisdiction. The City's Public Works Division is responsible for operation and maintenance of roadways, traffic signals, streetlights, and medians. The Water Services Division is responsible for the operation and maintenance of public water and sewer services. The Engineering and Capital Improvements Division is responsible for management, design review, inspections, and permitting of all design and construction within the rights-of-way, as well as establishing traffic regulations. Public utility companies operate and maintain utility infrastructure within these rights-of-way under franchise or license agreements and must obtain permits from the City's Development Engineering Section for any work within the rights-of-way. All new and renewal public utility franchise or license agreements are prepared by the City Attorney's Office and managed by the Management Services Division.

Broadband Internet

Since the early 2000s, broadband has become an essential utility for most households and local businesses, particularly as remote work and school have become more common. Broadband capacity is a factor in recruiting businesses and industries to the City and ensuring that a variety of high-paying job opportunities are available throughout the Region. Broadband service is available in most locations in the City, while some areas of the County are underserved.[16] The limited number of broadband provider options in the County leads to higher prices, creating an additional barrier to accessing the internet for low-income residents. A lack of internet service can impede a person's access to education, employment, healthcare, and social services. Broadband infrastructure, particularly high-speed internet access, also forms the backbone of the digital ecosystem required by "smart cities" and autonomous vehicle systems. To support digital equity, action from service providers and governments is required.[17]

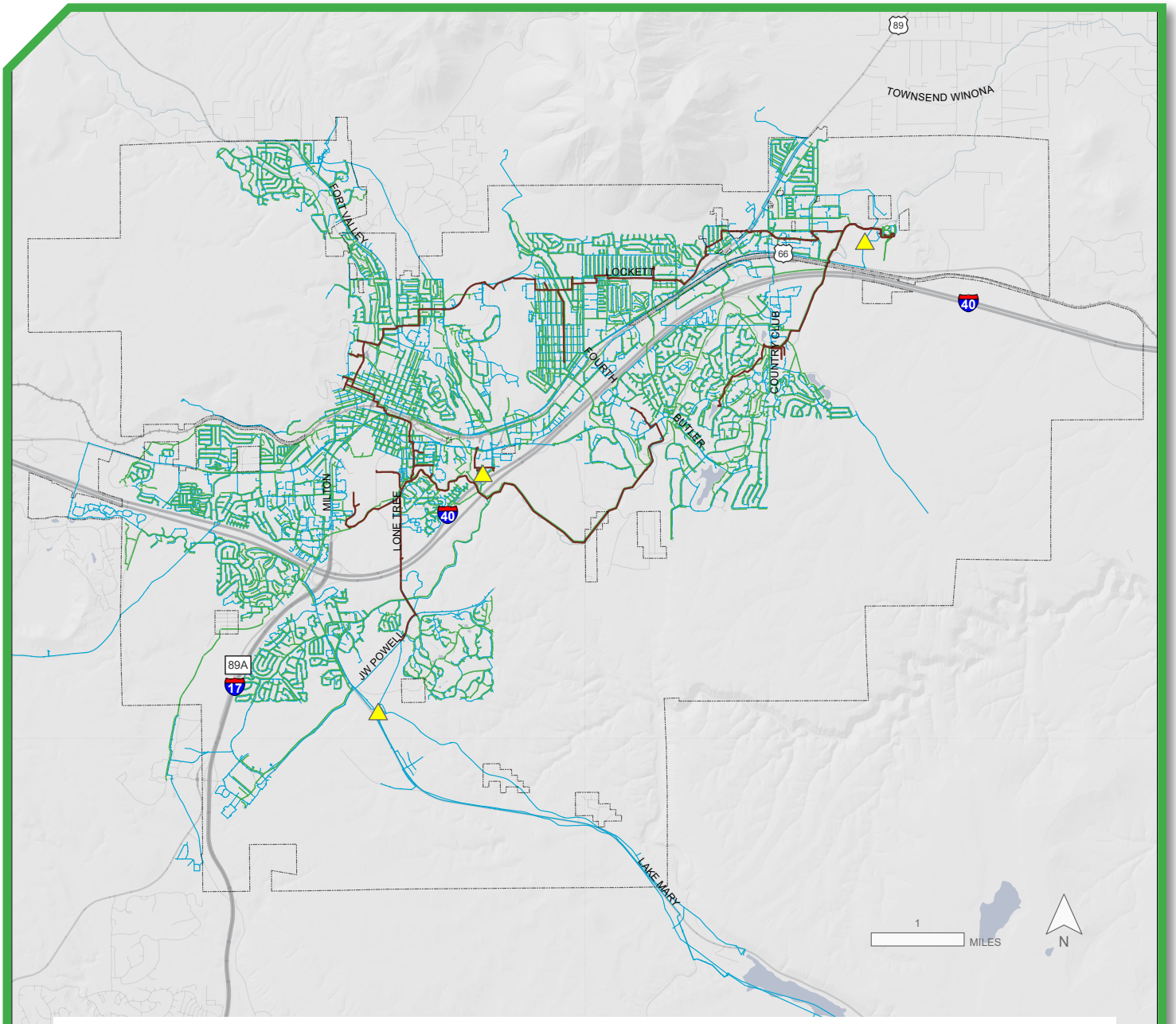
With the guiding principle of connecting every broadband serviceable location, the County is working to increase rural broadband service by engaging with local and tribal governments and public and private organizations, and by leveraging funding available through state and federal broadband programs. Wireless, microwave, and satellite technologies are being explored to provide service in remote areas. Addressing the lack of infrastructure and the high cost of connectivity is a priority. Ensuring that every community member has access to reliable and fast internet includes expanding broadband coverage and prioritizing remote and underserved areas.[18]

Water and Sewer Treatment and Distribution

Information Map 11-4 illustrates the City's water, sewer, and reclaimed water infrastructure. The City's Water Services Division is responsible for maintaining water and sewer infrastructure and completing CIPs. The City's 2014 *Utilities Integrated Master Plan* is the guiding document for these efforts and is in the process of being updated. For further discussion of water, see Chapter 9, Water Resource Management.

The City's wastewater collection system consists of two treatment plants, the Wildcat Hill Wastewater Reclamation Plant and the Rio de Flag Water Reclamation Plant; 7,822 manholes; and 277 miles of sanitary sewers. Of the estimated 18,500 service connections, 90 percent are residential, and 10 percent are commercial, industrial, manufacturing, or at NAU. Approximately 10 percent of the system was constructed before 1960.[19] The City's wastewater infrastructure has two primary needs in the next 20 years:

1. The rehabilitation, replacement, and upsizing of the current collection system, which includes sewer mains, interceptors, and manholes. Each year, City staff replaces several thousand feet of sewer mains, which involves replacing pipe material and upsizing pipes to accommodate future growth. This work is guided by the City's *Sewer Master Plan* and the *Capital Improvement Plan*.
2. The Rio de Flag and Wildcat Hill Reclamation Plants have a backlog of improvement and expansion needs. The City's Water Services Division is planning for a new wastewater plant at the Wildcat property.



- Water and Waste Treatment Plants
- Reclaimed Water Lines
- Sewer Lines
- Water Lines
- CoF Boundary



Information Map 11-4: City of Flagstaff Water and Sewer Infrastructure

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

The County does not provide water or wastewater treatment services. Residents in the unincorporated County portions of the Region receive water by one of three means: by private wells, by hauling water to their property, or by water systems operated by private companies, non-profit companies, or Domestic Water Improvement Districts. These systems serve the communities of Doney Park, Timberline, Fernwood, Bellemont, Forest Highlands, the Majestic View subdivision in the Fort Valley area, Mountainaire, and Kachina Village. Likewise, wastewater is treated either by on-site wastewater treatment systems, or by privately owned and operated companies that provide centralized services to the communities of Bellemont, Forest Highlands, and Kachina Village.

Solid Waste

The City collects trash and recycling weekly for eligible residential and commercial customers within City limits. Solid waste is delivered to the Cinder Lake Landfill and to the recycling transfer center. The Cinder Lake Landfill is located just north of the City, and current calculations demonstrate capacity to at least 2088. Multiple undeveloped cells of the landfill within the permitted area may be opened; and, the City is exploring other strategies for extending the life of the landfill through physical site plans. To extend the life of the landfill even further, efforts to improve waste prevention and diversion in the Region continue.

In areas outside the City limits, solid waste and recycling are privately contracted services provided to individual property owners. The County requires new subdivisions to secure waste management services.

While increasing waste diversion is a priority for the City and County, complications to this goal have arisen in recent years. In 2015, the state passed a law preventing municipalities from requiring recycling for commercial and multifamily properties by allowing them to use private waste haulers who do not require recycling. In 2019, shifts in the global recycling and waste markets sent the US recycling industry in flux. At the local level, the City assumed operations at Flagstaff's Municipal Recycling Facility in 2023. The City has been contracting the processing and transportation to a third-party recycling facility outside the Region, where materials are sorted and recycled. The City is actively seeking solutions to the processing and transport of recyclable materials. The City has also set an ambitious goal to be a 90 percent Zero Waste City by 2050.



A dredging maintenance operation

Action Items

High Priority Action Items. See Appendix C for additional information.

Type of Action	Item	Timing
Educate	Educate homeowners about how best to reduce wildfire risk to their properties through parcel-level Firewise USA® and home hardening assessment programs and use the data collected to support community-wide risk reduction measures, including in parks.	Continuous
Fund	Develop resources to support fire management innovations that align with community risk reduction initiatives.	Long term
Fund/Partner	In coordination with wildland fire and forestry partners, continue to support and implement the FWPP thinning plans across the Rio de Flag and Lake Mary watersheds and City limits, the Four Forest Restoration Initiative, and other landscape-scale forest treatment projects.	Continuous

Other Action Items: While important, these projects may be prioritized as opportunities and funding arise.

Type of Action	Item	Timing
Partner	Pursue cooperative and coordinated planning of infrastructure between government jurisdictions, agencies, educational institutions, non-profits, and private service providers.	Continuous
Fund	Build a Flagstaff Fire Department Wildland Fire Management station that creates enabling conditions for expanded capabilities.	Continuous
Plan	Update the *Multi-Jurisdictional Hazard Mitigation Plan*.	Continuous
Code	Continue to expand and support risk reduction in the WUI through collaboration and regulations to promote forest restoration. Promote the adoption of the WUI Code within the entire Region.	Continuous
Plan	Update the *Community Wildfire Protection Plan* every five years.	Short term
Fund	Create and support Resilience Hubs in civic and community buildings to support resident preparedness, coordinate communication, distribute resources, respond to emergencies, and reduce carbon pollution, while enhancing quality of life before, during, and after disruptions.	Short term
Fund	Expand waste reduction strategies in construction and solid waste disposal to extend the life of the landfill and meet the programmatic goal of being a 90-percent Zero Waste City by 2050.	Mid term
Educate	Provide information on how neighborhoods without secondary access can negotiate and create shared-use agreements and improvement districts to achieve secondary access in support of safe evacuation for all residents.	Mid term
Plan	Support efforts to create and update community-level evacuation plans for rural areas.	Long term
Educate	Update preparedness educational materials to ensure that the ongoing renewable energy transition is adequately reflected in instructions for sheltering in place, particularly for all-electric homes and other green building changes.	Short term
Fund/Partner	Develop policies, programs, and partnerships to support residents in home hardening and flood prevention.	Short term
Fund	Prioritize the ability to retrofit City facilities and operations to achieve carbon neutrality as technology and availability of resources allow.	Continuous

Type of Action	Item	Timing
Fund	Appropriately retrofit critical facilities located within the 500-year floodplain to ensure they can remain operational during a flood event.	Mid term
Fund	Address the capacity and adequacy of critical infrastructure systems, and upgrade them as practicable, according to the risks identified.	Mid term
Educate	Contact Neighborhood Associations, Homeowners' Associations, and neighborhood based community organizations to help identify vulnerable residents and connect them with emergency preparedness services, especially in the 500-year floodplain.	Continuous

Endnotes

1. *In this table, costs for "Flooding/Flash Flooding" and "Wildfire" have been updated to reflect additional costs from 2020-2023 based on internal City financial data.*
2. *At coconino.az.gov/ready, residents can also find information about the national Ready, Set, Go! program utilized by both the City and the County. This nationwide program empowers and educates residents on preemptive actions to undertake before emergencies and protocols to follow when communities face imminent threats.*
3. *This comprehensive system utilizes two platforms for alert dissemination: a registered notification system, and the Integrated Public Alert and Warning System (IPAWS).*
4. *Coconino County, "The Wildfire Crisis," 2024.*
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GLOSSARY



Artist: Jihozho Chief Walker, 2022

GLOSSARY

TERMS

100-Year Water Adequacy (Designation of Adequate Water Supply) – A.R.S. § 45-108 defines adequate water supply as "sufficient groundwater, surface water, or effluent of adequate quality will be continuously, legally and physically available to satisfy the water needs of the proposed use for 100 years. The financial capability has been demonstrated to construct the water facilities necessary to make the supply of water available for the proposed use, including a delivery system and any storage facilities or treatment works."

Accessible – The ability of people to reach essential services, amenities, and locations within a community. ADA accessibility (and compliance) refers to the Americans with Disabilities Act, which sets legal standards for accessible design, detailing what is legally required for a building, facility, road, etc. to be physically accessible for people with disabilities.

Accessory Dwelling Unit (ADU) – Defined by A.R.S. § 9-461.18 as "a self-contained living unit that is on the same lot or parcel as a single-family dwelling of greater square footage than the accessory dwelling unit, that includes its own sleeping and sanitation facilities and that may include its own kitchen facilities." The City of Flagstaff Zoning Code Division 10-80.20 defines three types of ADUs: attached, detached, and interior.

Activated – A space, frontage, street, or edge that is designed to encourage visual or physical engagement that promotes public health and community activities between people and the public streetscapes and buildings.

Active Recreation – Physical activities that require significant movement or exertion, such as sports, fitness exercises, or organized games. Examples include cycling, hiking, running, or team sports (see also Passive Recreation).

Active Transportation – A human-powered mode of transportation, such as walking or biking, that can be used for both leisure and practical purposes.

Adaptive Reuse – "The repurposing of an existing building from the use for which it was constructed to a new use by preserving the elements of the existing building rather than demolition," as defined by the City of Flagstaff Zoning Code Division 10-80.20.

Affordable Housing – See Housing

Attainable Housing – See Housing

Area Plan – As defined by the *Coconino County Comprehensive Plan*, "an official amendment to the *Coconino County Comprehensive Plan* that reflects the local residents' vision of the future, contains goals and policies for development, and provides guidance for decision makers. An area plan may serve a community, specific neighborhoods, or rural areas."

Attack Fire – Initial attack is the first response to a fire. Extended attack occurs when additional resources are needed because the fire has grown beyond the initial area.

Avigation Easement – Legal agreements that grant rights to use airspace over a property for aviation purposes.

Beneficial Use – A.R.S. § 45-151(A) defines beneficial uses as "...domestic, municipal, irrigation, stock watering, waterpower, recreation, wildlife, including fish, nonrecoverable water storage pursuant to section 45-833.01 or mining uses..."

Big Shift – A City program which began in 2021 and describes an approach to transportation planning focused on managing demand, reducing vehicle miles traveled (VMT), and prioritizing walking, biking and transit while building systems that create useful, safe, and comfortable paths of travel between the places people need and want to go.

Bikeways - A network of dedicated bike lanes, routes, pavement markings, and physical separations that are set aside for bicycle travel, unlike a multiuse path where all active transportation users can use the same path.

Biochar – A form of charcoal produced from organic materials (biomass) through heating the organic materials in the absence of oxygen.

Bioenergy – Renewable energy that is derived from recently living organic materials.

Biomass – A renewable organic material that comes from plants and animals. It contains stored chemical energy from the sun that is produced by plants through photosynthesis. Biomass can be burned directly for heat or converted to liquid and gaseous fuels through various processes, as defined by the U.S. Energy Information Administration.

Broadband Internet – Another term for high-speed internet access. In the United States, broadband is defined by the Federal Communications Commission as a connection with at least 100 Megabits per second download speed and 20 Megabits per second upload speed.

Built Environment – The man-made or modified structures that provide people with living, working, and recreational spaces.

Capital Improvement Plan (CIP) – A plan that prioritizes long-term investments in infrastructure projects, including funding, scheduling, and execution, aimed at enhancing public facilities, utilities, and physical assets within a community.

Carbon Dioxide Removal (CDR) – Refers to approaches that remove carbon dioxide (CO2) from the Earth's atmosphere - mimicking the carbon storage abilities of forests. CDR encompasses a wide variety of technological and biological approaches, including direct air capture of CO2, carbon removal using plants or algae, soil carbon sequestration to increase the carbon content of soil, reforestation, permanently storing carbon in rocks or minerals, and ocean-based CDR which amplifies the ocean's natural carbon-storing processes.

Carbon Free – Activities, products, or energy sources that do not emit carbon dioxide or other greenhouse gases into the atmosphere.

Carbon Neutrality or Net-Zero – Achieving a balance between greenhouse gas emissions and their removal from the atmosphere, resulting in a net-zero carbon footprint. This is accomplished by reducing emissions and offsetting remaining emissions.

Carbon Storage – The process of capturing and securely storing CO2 to prevent its release into the atmosphere, typically in underground geological formations, oceans, or biomass, to help mitigate climate change.

Ciénega – A Spanish word derived from its literal translation "hundred waters" or *cien aguas*. These isolated, spring-fed, wetland oases support unique and diverse plants and animals in otherwise dry landscapes.

Climate Change – A long-term shift in global or regional climate patterns, particularly a rise in global temperatures, driven by human activities like burning fossil fuels, deforestation, and industrial processes, leading to higher concentrations of greenhouse gases in the atmosphere.

Climate Migration – Movement driven by the impact of sudden or progressive change in the environment due to climate change.

Code Analysis Project (CAP) – A 2024 City project that analyzed City development codes and processes to identify what was working well and where barriers exist to meeting the City's housing and sustainability goals and policies (see also: Land Availability and Suitability Study).

Community Building – An approach aimed at fostering placemaking and transforming transportation policies and practices at the federal, state, and metropolitan levels. The community building concept prioritizes the creation of walkable, healthy, and sustainable communities.

Complete Streets – An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Conservation Easement – A legally binding agreement that restricts land use or development to protect natural resources, wildlife habitats, or scenic values. The landowner retains ownership but agrees to limitations to preserve the land's environmental or cultural significance.

Coordinated Entry – A process through which people experiencing or at risk of experiencing homelessness can access the crisis response system in a streamlined way; have their strengths and needs quickly assessed; and quickly connect to appropriate, tailored housing and mainstream services within the community or designated region.

Cultural Burning Practices – The practice by Indigenous people of intentionally lighting smaller, controlled fires to provide a desired cultural service, such as promoting the health of vegetation and animals that provide food, clothing, ceremonial items, and more.

Cultural Competency – Recognizing and valuing different cultural perspectives, knowledge systems, and practices.

Cultural Resources – Aspects of a cultural system that are valued by or significantly representative of a culture, or that contain significant information about a culture, as defined by the US Department of the Interior. The National Register of Historic Places categorizes tangible cultural resources as districts, sites, buildings, structures, and objects.

Curb Management – The strategic planning and regulation of curbside space to balance the needs of various users, such as delivery vehicles, public transportation, rideshare services, pedestrians, cyclists, and parking.

Defensible Space – The area between a house and an oncoming wildfire where the vegetation has been modified to reduce the wildfire threat and to provide an opportunity for firefighters to defend the house effectively.

Development Application – A formal request submitted by a property owner or developer to a local government authority seeking permission to carry out a specific type of development on a piece of land.

Distributed Energy Generation – The production of electricity from decentralized sources, typically near the point of use, rather than from a central power plant. This includes solar panels, wind turbines, and small-scale hydroelectric systems.

Ecosystem – A biological community of interacting living organisms (animals, plants, fungi, and microbes) in a particular area.

Ecosystem Services – The direct and indirect benefits that ecosystems provide humans and all other life forms.

Electric Vehicle – A vehicle powered entirely or primarily by electricity, using an electric motor instead of an internal combustion engine. These vehicles are charged via the electric grid and produce zero tailpipe emissions.

Embodied Carbon – The total carbon emissions generated from the extraction, production, transportation, and installation of building materials, as well as their disposal or recycling at the end of life.

Enhanced Crossing – A crossing that includes features that help slow traffic, reduce the crossing distances, break crossings into smaller parts, increase visibility, or generally make the crossing safer and more comfortable.

Entitlements – Legal rights granted by local government authorities to develop or use land for a specific purpose under certain conditions.

Environmental Stewardship – "The responsibility for environmental quality shared by all those whose actions affect the environment," as defined by the US Environmental Protection Agency.

Ephemeral – A stream that has flowing water only during, and for a short duration after, precipitation events (such as rain) in a typical year.

Equity – The fair distribution of resources, opportunities, and services, ensuring all individuals, regardless of background, income, or other factors, have access to housing, transportation, and other essential needs, with a focus on reducing disparities and supporting underserved communities.

Exclusionary Zoning – Any land-use regulation that limits the types and sizes of buildings that can be built in certain areas. The goal of exclusionary zoning can be to preserve a community's character or maintain property values. However, it can also lead to economic and racial segregation by making it difficult for lower-income people to live in certain areas. Examples of exclusionary zoning include: minimum lot size requirements, minimum square footage requirements, prohibitions on multi-family homes, limits on the height of buildings, and requiring multiple parking spaces per home.

Finding of Plan Conformance – A determination that a proposed project or action aligns with the goals and policies of the Regional Plan. A.R.S. § 9-462.01 requires zoning and rezoning ordinances to conform to the adopted general plan of a municipality. The City of Flagstaff Zoning Code Division 10-20.50 lists the City's required findings for zoning map and text amendments. The Coconino County Zoning Ordinance Section 1.11 states, "Any amendments or actions pursuant to this Ordinance shall be in conformance with the Comprehensive Plan and its amendments."

Fire Flow – The flow rate of a water supply, measured at 20 pounds per square inch residual pressure that is available for firefighting.

Firewise USA® Practices – The National Fire Protection Association administers the Firewise USA® program, which offers guidance to reduce wildfire risks for homes on topics such as home materials, vegetation management, and maintenance. Details are available online at: https://www.nfpa.org/education-and-research/wildfire/firewise-usa

Flagstaff Urban Trails System (FUTS, pronounced "foots") - a City-wide network of non-motorized, shared-use pathways used by bicyclists, walkers, hikers, runners, and others for recreation and transportation.

Food Deserts – Geographic areas where residents have limited access to affordable and nutritious food.

Food Insecurity – Lacking reliable access to a sufficient quantity of affordable, nutritious food.

Functional Class – As defined by the National Association of City Transportation Officials, functional classification is an ordering system that defines the part that any particular road or street should play in serving the flow of trips through a highway network. Functional classification categorizes streets according to their ability to 1) move traffic and 2) provide access to adjacent properties. Street types under functional classification include local streets, medium-sized collectors, and highway-type arterials.

Gateway – Areas at the entrance to the Region where signage, art, and enhanced street design could be included to create a sense of arrival and visual appeal. See Policy Map 4-9.

Grade-separated Crossing – A structure that carries pedestrians and bicyclists over or under interstates, railroad tracks, and major streets. Structures can include bridges and tunnels for the exclusive use of pedestrians and bicyclists. See Policy Map 4-8.

Graywater – Untreated wastewater which has not come into contact with toilet waste.

Great Streets – Routes that, because of the context or viewshed, merit enhanced design and beautification consideration. This may include additional landscaping, modified setbacks, or the incorporation of civic space and public art within the public and private realm that makes up the streetscape. Some Great Streets such as Route 66 also incorporate historic preservation and interpretation. See Policy Map 4-9.

Greenfield Development – The development of previously undeveloped land, typically in rural or suburban areas.

Greenhouse Gases (GHG) – Gases in the Earth's atmosphere that trap heat and make the planet warmer. The GHGs are carbon dioxide, methane, ozone, nitrous oxide, chlorofluorocarbons, and water vapor.

Housing

- **Affordable Housing –** Housing for which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. In this Regional Plan, "affordable housing" refers to housing that is subsidized through a local or federal housing program and has eligibility requirements to purchase or rent.
- **Attainable Housing –** Housing that is intended for the general population, is nonsubsidized, and has no eligibility requirements to purchase or rent.
- **Workforce Housing –** In this Regional Plan, "workforce housing" refers to housing that is made available in connection with an employer for its employees.

Housing Insecurity – The lack of stable, affordable, and safe housing, often involving frequent moves, overcrowding, or the risk of eviction, which can lead to homelessness.

Human-Caused Hazard – A hazard that arises from deliberate, intentional human actions to threaten or harm the wellbeing of others. Examples include school violence, terrorist acts, or sabotage.

Ignition Zone – The Home Ignition Zone is a buffer of up to 200 feet around a home, an area of defensible space that can be maintained to slow or stop the spread of wildfire to a home, as defined by the Western Fire Chiefs Association.

Inclusive – Practices, policies, or environments that provide equal and integrated access to opportunities and resources for people who might otherwise be excluded or marginalized, such as those who have physical or intellectual disabilities and members of other historically disadvantaged groups.

Incident Command System (ICS) – A standardized approach to incident management. Public safety agencies, schools, and other agencies use ICS to coordinate, control, and command responses to emergencies.

Infill – Occurs when new buildings are built on vacant or underused parcels within city service boundaries and surrounded by existing development.

Infrastructure – Includes but is not limited to sewer lines, water lines, reclaimed water lines, roads, intersections, sidewalks, trails, landscaping in the right-of-way, gateways, housing, green infrastructure, public art, and in some cases may include utilities such as electric power, data, natural gas, cable television, broadband internet, and telephone.

Inholdings – Privately owned lands located within public land areas, such as national parks, forests, or other protected regions, often surrounded by government-owned land.

Intermittent Streams – Small, ephemeral streambed communities in the uppermost segments of stream systems where water flows only during the spring or after a heavy rain, and often remains longer, ponded in isolated pools.

Interpretation, Cultural Resources – The process of providing educational and informative narratives, exhibits, and activities that convey the historical, cultural, and architectural significance of a historic site or artifact to the public.

Karst Activity – The geological processes and phenomena associated with the dissolution of soluble rocks, leading to the formation of landscapes characterized by features such as sinkholes, caves, underground streams, and springs.

Land Availability and Suitability Study (LASS) – A 2024 City project that analyzed the extent of land that is available for housing development and the suitability of specific "opportunity sites" and determined opportunities and barriers to housing development (see also: Code Analysis Project).

Layered Network – A system of interconnected transportation networks, where different layers or levels of infrastructure (e.g., roads, transit routes) are organized to serve specific functions, such as local, regional, and national connectivity.

Level 2 and Level 3 (aka Direct Current Fast Charging or DCFC) Charging Stations – Types of EV charging equipment. Level 2 chargers typically deliver 7-19 kilowatts of power and are commonly used for home, workplace, and public charging. Level 3 chargers deliver a rapid charge of 50-350 kilowatts and are used along high-traffic corridors or for charging heavy-duty equipment. See https://www.transportation.gov/rural/ev/toolkit/ev-basics/charging-speeds for more information.

Managed Parking District – A geographic area with a coordinated system of pay-to-park, time-limited, and/or permit parking, including on-street parking and consolidated facilities. Revenue generated from paid parking is used to fund parking improvements or for the benefit of the district.

Micro-entrepreneurship – A small business started with limited capital in a niche or small market.

Microgrid – A small, localized energy system that can operate independently or alongside the main power grid, generating, storing, and distributing electricity to a specific area to improve energy reliability, resilience, and efficiency.

Micromobility – A rapidly evolving category of light-weight individual transportation devices often driven by an electric motor, including electric scooters, e-bikes, Segway® products, electric skateboards, and hoverboards.

Micro-transit – An on-demand mobility service that can be dispatched directly by riders using a smartphone application, similar to Uber or Lyft.

Midrise Building – A building that is three-to-10 stories in height.

Middle Housing – A.R.S. § 9-462.13 defines middle housing as "buildings that are compatible in scale, form and character with single-family houses and that contain two or more attached, detached, stacked or clustered houses. Includes duplexes, triplexes, fourplexes and townhouses."

Mobility – The ability to travel freely to access daily needs and activities.

Multi-Jurisdictional Hazard Mitigation Plan - Required by the Federal Emergency Management Act, a plan that addresses hazard mitigation funding in collaboration with all municipalities.

Multimodal Transportation - A travel or transportation system characterized by the integration of various travel modes, such as walking, biking, driving, and public transit, to enhance mobility.

Natural Hazard – A hazard related to weather patterns and/or physical characteristics of an area.

Nature-Based Infrastructure Solutions – Actions that protect, conserve, restore, and sustainably manage natural or modified ecosystems. They use natural features or processes to address public health and environmental challenges while providing multiple benefits to people and nature. One example is Low-Impact Development (LID) systems, which model natural watershed characteristics by managing rainfall runoff at the source using decentralized small-scale controls uniformly distributed throughout the project area that allow for effective capture, filtration, storage, and infiltration.

Non-attainment Areas – As defined by the EPA, "any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary and secondary air quality standards for a National Ambient Air Quality Standard."

Open Space – Undeveloped or minimally developed lands that have been designated to remain undeveloped, be preserved to protect natural resources, serve as a buffer, and provide opportunities for recreation that does not require facilities.

» **Connector open space** is comprised of natural corridors that connect the integrated open space system; for example, the FUTS, washes, hillsides, floodplains, neighborwoods, etc.
» **Complementary open space** is comprised of smaller open space parcels that provide value to the integrated open space system; for example, those that increase equitable open space access, protect critical wildlife corridors, and/or preserve viewsheds.

Paratransit – A transportation service that provides individualized rides without fixed routes or timetables to supplement a fixed-route transit system.

Passive Recreation – Relaxed activities that do not require strenuous physical activity, such as walking, picnicking, birdwatching, or leisurely biking (see also Active Recreation).

Pedestrian – Defined by A.R.S. § 28-101 as "any person afoot. A person who uses an electric personal assistive mobility device or a manual or motorized wheelchair is considered a pedestrian unless the manual wheelchair qualifies as a bicycle. For the purposes of this paragraph, 'motorized wheelchair' means a self-propelled wheelchair that is used by a person for mobility."

Permanently Affordable Housing Models – The most common models of permanently affordable homeownership include deed-restricted housing, community land trusts, and limited-equity cooperatives. In all of these models, the affordability restrictions are secured through a deed-covenant, ground lease, or proprietary lease (in the case of a limited-equity cooperative) that sets forth income and/or price requirements for subsequent buyers.

Permanent Transit Network – A long-term, fixed public transportation system, including bus, rail, or subway routes, designed to provide reliable and consistent service to a community or region. Mountain Line's *Five-Year Transit Plan* defines the Region's Permanent Transit Network.

Placemaking – The process of creating quality spaces that reflect the needs, aspirations, and identities of the local community.

Preparedness – A continuous cycle that involves planning, organizing, training, equipping, exercising, evaluating, and taking corrective action.

Prevention, Hazard – The act of stopping hazards from occurring, whether they are natural, technological, or human caused.

Public Facilities – Buildings and other locations owned by a government entity, such as police, fire, emergency services, sewage, refuse disposal, drainage, local utilities, rights-of-way, and easements.

Reclaimed Water – Wastewater that has been treated to a water quality standard that makes it suitable for reuse for applications including but not limited to irrigation, dust control, fire protection, and snow making.

Recovery – Actions taken to restore the impacts of a wildfire, flooding, transporation accidents, or other major incidents; to evaluate the incident to identify lessons learned; and to develop initiatives to minimize the impacts of future incidents. Examples include after action reviews, temporary shelters, financial assistance and cost recovery/reimbursements.

Redlining – The practice of denying a creditworthy applicant a loan for housing because of where they live, even though the applicant may otherwise be eligible for the loan.

Regenerative Ranching – A method of land management that restores soil health, biodiversity, and ecosystems through sustainable grazing practices and holistic land care, as defined by the US Department of Agriculture and Natural Resources Conservation Service.

Regional Preserves – Large open space parcels that are essential to the integrated open space system; for example, Picture Canyon Natural and Cultural Preserve.

Renewable Energy – Energy from sources are naturally replenishing but flow-limited; renewable resources are virtually inexhaustible, but they are limited by the availability of the resources. The major types of renewable energy sources are: Biomass (wood and wood waste, municipal solid waste, landfill gas and biogas, biofuels), Hydropower, Geothermal, Wind and Solar, as defined by the U.S. Energy Information Administration.

Resilience – A community's ability to thrive amidst change; involves a community's anticipation of and preparation for changing conditions, whether they are short-term stressors like a wildfire or severe weather, or longer-term changes to the ecosystem or the environment (such as forest health or shifting precipitation patterns).

Resilience Hubs – A community-serving facility that supports residents, distributes resources, and reduces carbon pollution while enhancing the quality of life every day and during crises.

Response, Emergency – The reaction to the occurrence of a catastrophic event or emergency. The primary objectives are to take actions that can save lives, minimize economic losses, and alleviate suffering. The response phase involves the coordination and management of resources, which are utilized by the Incident Command System to ensure they are effective.

Rights-of-Way – A right of passage over public or private land based on a legal description; refers to the streets and roads that are managed by the local governments, the state, or a private entity such as a Homeowners' Association.

Significant Natural Resources – Natural resources and features that are important to the ecosystem because of their ecological role, scientific or habitat value, and/or uniqueness. Significant natural resources may contribute to maintaining healthy watersheds and healthy native plant communities, decreasing erosion and fire risk, and supporting wildlife, especially sensitive species. See Chapter 7 for a list of resources.

Specific Plan – Defined by A.R.S. § 9-461 as "a detailed element of the general plan enacted under the provisions of this article." The authority and scope of specific plans are defined by A.R.S. § 9-461.08.

Supportive Housing Models - These models combine affordable housing with voluntary on-site or community-based supportive services—such as case management, counseling, and healthcare referrals—to help vulnerable individuals and families achieve housing stability and improve their overall well-being.

Sustainability – Living and managing activities in a manner that balances social, economic, and environmental considerations to meet the Region's current needs and those of future generations. A sustainable region is one in which the social wellbeing of current and future residents is supported by a vibrant economy and a self-renewing healthy environment.

Traffic Calming – A set of design strategies and measures implemented on streets to reduce vehicle speeds, improve safety, and enhance the quality of life for pedestrians and cyclists. Measures include speed bumps, narrower lanes, and improved signage.

Transfer of Development Rights – A voluntary, market-driven growth management tool that permits higher intensity development in designated "receiving" areas in exchange for land or resource preservation in designated "sending" areas, as defined by the American Planning Association.

Transportation Equity – The principle and practice of pursuing fair and inclusive access to transportation options for all individuals, regardless of background, income, ability, and other factors.

Transportation Demand Management (TDM) – The application of strategies and policies to increase the efficiency of transportation systems by reducing or redistributing vehicle demand in a specific space or time, while simultaneously encouraging use of other more sustainable travel modes, including walking, biking, and transit.

Uncharacteristic Wildfire – A wildfire that burns with an intensity or frequency that is outside the historical range of variability for a particular ecosystem.

Urban Agriculture – The cultivation, processing, and distribution of agricultural products (food or non-food) in urban and suburban areas.

Urban Growth Boundary (UGB) – The line on a map that is used to mark the separation of urbanized land from rural land and within which urban growth should be encouraged and contained and outside of which urban development should not occur.

Utility-Scale Renewable Energy – Large-scale renewable energy systems, such as solar farms, wind farms, or hydroelectric plants, that generate electricity for distribution through the grid to serve entire communities or regions.

Viewshed – An area of land that visible to the human eye from a vantage point with particular scenic value that may be deemed worthy of preservation against development or other change.

Walkability – A measure of how useful, safe, comfortable, and interesting an area is for walking.

Weatherization – The process of protecting a building and its interior from the elements, particularly from wind, rain, and temperature extremes, which can include sealing air leaks, adding insulation, and upgrading heating and cooling systems to reduce energy consumption and enhance comfort.

Wildland Urban Interface (WUI) – As defined by the US Fire Administration, it is "the zone of transition between unoccupied land and human development. It is the line, area or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels."

Workforce Housing – See Housing.

ACRONYMS AND ABBREVIATIONS

TERM	ABBREVIATED USE
City of Flagstaff	City
Coconino County	County
Coconino County Flood Control District	District
Flagstaff Region	Region
Flagstaff Regional Land Use Plan 2045	Regional Plan

ACRONYM/ABBREVIATION	TERM
ACS	American Community Survey
ACC	Arizona Corporation Commission
ADA	Americans with Disabilities Act
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ADU	Accessory Dwelling Unit
ADWR	Arizona Department of Water Resources
AMA	Active Management Area
APS	Arizona Public Service Company
ASLD	Arizona State Land Department
ARS	Arizona Revised Statutes
ATMP	Active Transportation Master Plan
AZGFD	Arizona Game and Fish Department
BNSF	Burlington Northern Santa Fe (Railway)
C Aquifer	Coconino Aquifer
CDR	Carbon Dioxide Removal
CCHHS	Coconino County Health and Human Services
CFSA	Community Food Systems Assessment
CIPs	Capital Improvement Plans
CLIMAS	Climate Assessment for the Southwest
CNP	Carbon Neutrality Plan
CO2	Carbon Dioxide
CPWP	Coconino Plateau Watershed Partnership
CWPP	Community Wildfire Protection Plan
CWS	Community Water System
DEMA	Arizona Department of Emergency and Military Affairs
DPS	Arizona Department of Public Safety
duac	Dwelling Unit Per Acre
EBT	Electronic Benefits Transfer
ECONA	Economic Collaborative of Northern Arizona
EPA	(US) Environmental Protection Agency
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment

ACRONYM/ABBREVIATION	TERM
FEMA	Federal Emergency Management Agency
FESO	Fire and Emergency Service Organizations
FHWA	Federal Highway Administration
FUTS	Flagstaff Urban Trail System
FWPP	Flagstaff Watershed Protection Project
GHG	Greenhouse Gas(es)
HUD	US Department of Housing and Urban Development
I	Interstate
IBA	Important Bird Area
IGA	Intergovernmental Agreement
INA	Irrigation Non-Expansion Area
ITS	Intelligent Transportation Systems
JLUS	Joint Land Use Study
LASS-CAP	Land Availability and Sustainability Study – Code Analysis Project
LEAF	Law Enforcement Administration Facility
LID	Low Impact Design
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
NACOG	Northern Arizona Council of Governments
NAIWRSA	Northeastern Arizona Indian Water Rights Settlement Agreement, signed by Governor Hobbs on November 18, 2024, as may be amended from time to time.
NAU	Northern Arizona University
NOFS	Naval Observatory Flagstaff Station
PFAS	Per and Polyfluoroalkyl Substances
PFAC	Ponderosa Fire Advisory Council
PROSE	Parks, Recreation, Open Space, and Events (City of Flagstaff Department)
SAR	Search and Rescue
SFHA	Special Flood Hazard Area
SNAP	Supplemental Nutrition Assistance Program
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
UGB	Urban Growth Boundary
URL	Uniform Resource Locator
US	United States
USDA	United States Department of Agriculture
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
WUI	Wildland Urban Interface



Bellemont, Source: Andy Follet

APPENDICES



Anonymous, Community Event 2022

ACKNOWLEDGMENTS

The Flagstaff Regional Land Use Plan 2045 is the result of the vigorous and dedicated effort of many people in the Greater Flagstaff community, including City and County staff and partners, elected officials, members of City and County Boards and Commissions, the Regional Plan Committee, and many other community contributors.

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Housing Commission (City)
Indigenous Commission (City)
Mountain Line Board of Directors
Mountain Line Transit Advisory Committee
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Pedestrian Advisory Committee (City)
Sustainability Commission
Transportation Commission
Tri Diversity Council (County)
Water Commission (City)



Members of the Regional Plan Committee

APPENDICES

APPENDIX A: Annual Reporting

Implementation of the Regional Plan will be reported on annually to the elected officials of the City and County. The report will be based on 10 key metrics, report of progress on the action items by type, and progress on area and specific plan implementation.

Key Regional Plan Metrics

1. Acres of land rezoned in conformance with the Regional Plan.
2. Distribution and number of mixed-use projects completed.
3. Number of new residential units created.
4. Related findings from the Annual Report on the *Ten-Year Affordable Housing Plan*.
5. Related findings from the Annual Report on the *Carbon Neutrality Plan*.
6. Summary of bicycle, pedestrian, and transit improvements constructed or implemented.
7. Summary of significant natural and cultural resources protected.
8. Related findings from the Annual Report to the Water Commission.
9. Acres of forest resilience treatments completed.
10. Acres of the City and County protected by flood mitigation projects and implementation.

APPENDIX B: Land Use Category – Acreage

Land Use Category	Acreage
Urban Center	624
Suburban Center	1,085
Rural Center	250
Urban Corridor	408
Suburban Corridor	1,129
Employment District	5,533
University and Research District	13,773
Parks and Open Space	32,962
Federal Lands and Working Landscapes	240,914
Urban Neighborhood	979
Suburban Neighborhood	11,250
Rural Neighborhood	22,847

APPENDIX C: High Priority Action Items

The Regional Plan identifies 22 High Priority Action items in Chapters 5 through 11. This appendix offers initial concepts to set expectation for how they could be implemented. The action items are not listed in order of priority and the ability to acheive them is subject to the direction of City Council, the Board of Supervisors, and City and County Managers. The Regional Plan annual report will provide a progress update for each of these items.

Chapter 5 Action	Lead	Partners
Update the City's affordable housing incentive policy to implement the goals and policies of the Regional Plan, the *Ten-Year Housing Plan*, and the LASS-CAP recommendations. (City only)	City Housing	City Planning and Development Services
Discussion		
The City's Zoning Code will be updated in alignment with the plans listed.		
Supporting Goals and Policies		
Goal HA, Goal DP		
Potential Funding Sources		
Program funding		

Chapter 5 Action	Lead	Partners
Develop a comprehensive strategy to address infrastructure improvements needed to support infill development in existing neighborhoods.	City Engineering	City Public Works, City Planning and Development Services, City Housing
Discussion		
The LASS-CAP process will identify the areas in need of these infrastructure improvements. Then, projects can be added to the *Capital Improvement Plan* to bring utilities to the sites as needed. Engineering would work with Housing to prioritize sites for development.		
Supporting Goals and Policies		
Goal CD, Policy CD.1, Policy I.1		
Potential Funding Sources		
Capital improvement planning, development contributions, and grants		

Chapter 5 Action	Lead	Partners
The City and County will work in collaboration to address housing needs within the Region and to identify potential funding sources for affordable housing and associated services within the Region.	To be determined	City Finance, City Housing, County Health and Human Services, County Community Development, County Finance, County Assessor
Discussion		
The City has a dedicated housing program and staff, and has adopted a *Ten-Year Housing Plan*. The County currently provides some housing services through Health and Human Services programming. The County looks at the entire region to incorporate other jurisdictions of nearby cities and towns. While acknowledging that dedicated funding sources such as directing a percentage of fee proceeds to housing needs may be limited to the defined geographic boundary of either the City or County, collaboration may benefit the efforts of both the City and County to address housing needs within the Region.		
Supporting Goals and Policies		
Goal HA, Policy HA.2, Policy HA.3, Policy NE.1, Policy NE.2, Policy NE.3		
Potential Funding Sources		
To be determined		

Chapter 5 Action	Lead	Partners
Revise the City of Flagstaff Zoning, Building, Fire, and Engineering codes to reduce barriers the creation of housing and development that supports the *Carbon Neutrality Plan* and reduces wildfire risk. (City only)	City Planning and Development Services	City Fire Department, City Sustainability, City Housing, City Engineering, City Building Safety, City Economic Vitality, City Water Services, Mountain Line
Discussion		
The City of Flagstaff has begun this work with the LASS-CAP. Other studies and considerations may be required to complete this work. Achieving this action item would implement numerous strategies from several city planning documents, many of which call for a comprehensive approach to carbon neutrality and housing affordability.		
Supporting Goals and Policies		
Goal GM, Goal DP, Policy DP.2, Policy DP.3, Policy DP.4, Policy RS.2, Goal HA, Policy HA.4, Policy CD.2, Goal CA.a		
Potential Funding Sources		
Grants, City budgets		

Chapter 6 Action	Lead	Partners
Evaluate alternative methods of snow removal to allow for year-round, on-street parking, and multimodal travel. (City only)	City Public Works	City Engineering
Discussion		
See call out box on Flagstaff's Winter Parking Ordinance (page 6-12). Increasing on-street parking supports infill development goals.		
Supporting Goals and Policies		
Goal MT, Policy MT.3, Goal PK, Policy PK.3		
Potential Funding Sources		
Program funding		

Chapter 6 Action	Lead	Partners
Complete a transportation master plan for the City.	City Engineering	MetroPlan, Mountain Line, City Planning and Development Services
Discussion		
The transportation master plan is an important planning document that the City currently lacks. Funding for this project has been secured and it is anticipated to be completed in the next few years.		
Supporting Goals and Policies		
Goal TS, Policy TS.1, Policy TS.3a, Policy TS.4, Policy TS.5, Goal MT, Goal ST, Policy ST.1, Policy ST.2 Goal PK		
Potential Funding Sources		
The transportation master plan is funded through the US Department of Transportation's Safe Streets and Roads for All (SS4A) grant program and a local match from the City, County, MetroPlan, and Mountain Line.		

Chapter 6 Action	Lead	Partners
Establish rural transit service within the Region that is consistent with County land use plans based on funding availability, cost effectiveness, location of major trip generators, distance between generators, and the needs of transit-dependent individuals.	Mountain Line	County Public Works, Northern Arizona Council of Governments (NACOG), officials from cities/towns benefiting from transit service, the Economic Collaborative of Northern Arizona (ECONA), MetroPlan
Discussion		
Funding is a critical first step in establishing transit service, but securing it is a challenge because services would be implemented outside City limits. There have been previous planning efforts from Mountain Line and Northern Arizona Council of Governments (NACOG) to identify transit needs. Another important step is determining the priority areas that transit will serve in Coconino County and if transit will connect neighboring cities, such as Winslow or Williams.		
Supporting Goals and Policies		
Goal TR		
Potential Funding Sources		
To be explored further but could be a sales tax, property tax, private funding, and general fund from cities/towns benefiting from transit.		

Chapter 7 Action	Lead	Partners
Coordinate invasive plant plans, programs, and resources with regional, state, tribal, and federal partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and Local Fire Districts because of their impact on fire risk throughout the Region.	To be determined	USDA Forest Service, City Fire Department, Local Fire Districts, City PROSE, County Parks and Recreation, County Public Works, ADOT
Discussion		
Currently, there are internal efforts by parks and recreation staff and federal agencies to address invasive weeds. It has been a decade since there was an organized cross-jurisdictional effort, which was known as the San Francisco Peaks Weed Management Area. The City and County need to determine how to proceed in reviving or creating a new method for coordination.		
Supporting Goals and Policies		
Goal RS, Policy RS.7		
Potential Funding Sources		
Grants		

Chapter 7 Action	Lead	Partners
Engage in ongoing coordination of projects, funding opportunities, and policies identified in area Watershed Management Plans, such as the *Rio de Flag*, *Oak Creek*, and *Upper Verde River Watershed* plans.	City Water Services	County Flood Control District
Discussion		
Watershed management plans are funded by the Bureau of Reclamation. Completion of these plans creates a path for possible funding of projects identified in them. This is an important tool for leveraging existing funds or seeking new funds for flood control and watershed management and should be pursued regularly.		
Supporting Goals and Policies		
Goal WQ, Policy WQ.1, Policy WQ.2		
Potential Funding Sources		
Bureau of Reclamation funding		

Chapter 7 Action	Lead	Partners
Update and refine the City of Flagstaff's Resource Protection Overlay and landscaping regulations to incorporate updated urban forestry best practices, conform with the best practices of Fire-Adapted Communities, and calibrate and prioritize natural resources.	City Planning and Development Services	City Fire Department, City Sustainability
Discussion		
As discussed in Chapter 7, updates are needed to ensure that City Codes reflect the best available science in urban forestry and wildfire mitigation.		
Supporting Goals and Policies		
Goal RS, Policy RS.2, Goal R, Policy R.1, Policy R.5, Policy I.2		
Potential Funding Sources		
Program funding		

Chapter 8 Action	Lead	Partners
Leverage available funding to negotiate for the purchase of greenfield lands for parks, open space, and trails in the JW Powell Boulevard extension area. (City only)	City PROSE	City Planning and Development Services
Discussion		
The City is currently working with property owners in the JW Powell Boulevard area. Developments of a certain size have a requirement to provide civic space, which can also be open space. Additional funding is needed.		
Supporting Goals and Policies		
Goal GM, Goal DP, Policy DP.5, Goal RS, Goal PROS, Policy PROS.2, Policy PROS.4		
Potential Funding Sources		
To be determined		

Chapter 8 Action	Lead	Partners
Consider pursuing a County and/or City bond or finance mechanism to fund regional park, recreation, and open space initiatives, operations, and maintenance.	City PROSE, County Parks and Recreation	
Discussion		
More funding is needed to purchase, improve, and negotiate for larger parks and open space in the Region.		
Supporting Goals and Policies		
Goal DP, Goal RS, Goal PROS		
Potential Funding Sources		
Requires new tax or bond request		

Chapter 8 Action	Lead	Partners
Engage with ASLD to create opportunities for future development and open-space preservation, with a particular emphasis on the JLUS findings.	City Planning and Development Services	ASLD, City Parks, Recreation Open Space and Events (PROSE), County Parks and Recreation, City and County Engineering
Discussion		
The City has quarterly meetings with ASLD and will continue to look for opportunities for grants and programs that allow for the purchase of State Lands. Much of this action item will require working with City Council, the Board of Supervisors, and City lobbying consultants to inform and work with the state legislature.		
Supporting Goals and Policies		
Goal GM, Goal PROS, Policy PROS.2, Policy PROS.4, Policy RS.5		
Potential Funding Sources		
Federal, state, or local funding sources		

Chapter 9 Action	Lead	Partners
Continue to optimize existing water resource options to ensure a redundant and resilient water supply exists today and for generations. This includes supporting water conservation activities and expanding the capacity for future water supplies such as, but not limited to, Advanced Water Purification, direct and indirect aquifer storage and recovery, sustainable groundwater use, expansion of the reclamation system, water resilience, and a pipeline easement or other entitlements for a regional project at Red Gap Ranch consistent with the Northeastern Arizona Indian Water Rights Settlement Agreement (NAIWRSA).	City Water Services	
Discussion		
The City will need an additional water source within the time horizon of this Regional Plan. Bringing water resources on line is a process that requires careful consideration of alternatives and their costs. In 2025, the State created the regulations that will allow for advanced purification, which could support the City's 100-Year Supply Designation and ensure the availability of water in the Region.		
Supporting Goals and Policies		
Goal WR.a, Goal WR.b, Policy WR.1, Policy WR.2, Policy WR.3, Policy WR.7		
Potential Funding Sources		
To be determined		

Chapter 9 Action	Lead	Partners
Assess wildfire trends and identify project and staffing needs associated with building and maintaining new stormwater infrastructure specific to addressing wildfire-related flooding.	City Stormwater	County Flood Control District, County Emergency Management, City Emergency Management
Discussion		
The current stormwater standards are built for the 100-year flood, which does not take into account firescapes within watersheds.		
Supporting Goals and Policies		
Goal WQ, Policy WQ.1, Goal R, Policy R.2, Policy R.5, Goal I, Policy I.2		
Potential Funding Sources		
To be determined		

Chapter 9 Action	Lead	Partners
Maintain an ADWR 100-Year Adequate Water Supply Designation for the City's water system.	City Water Services	
Discussion		
The City received this designation in 2014 and continues to maintain it.		
Supporting Goals and Policies		
Goal WR.a		
Potential Funding Sources		
This is an existing program that is already funded.		

Chapter 9 Action	Lead	Partners
Support science and data that allow for spring preservation and protection as environmental monitoring for watershed health.	City Water Services	Springs Stewardship Intiative, USDA Forest Service
Discussion		
Springs are an indicator of the overall health of the aquifer. There are a few springs within the City limits that indicate water levels in the C Aquifer. This partnership requires working with the broader Coconino County area and in partnership with land management agencies.		
Supporting Goals and Policies		
Policy RS.5, Goal WR, Policy WQ.1, Policy WQ.2		
Potential Funding Sources		
Grants		

Chapter 9 Action	Lead	Partners
Continue to identify, prioritize, and mitigate conditions in neighborhoods that remain at higher risk for flooding and develop a CIP through prioritization to mitigate flood risk.	City Stormwater	County Flood Control District
Discussion		
Flood risk is not equally distributed throughout the Region and decisions about where and how to complete flood projects should be based on the risk. Develop tools to determine risk more effectively and differentiate between its impacts to different neighborhoods.		
Supporting Goals and Policies		
Goal RS, Policy RS.2, Policy RS.3, Goal WQ, Goal R, Policy R.3		
Potential Funding Sources		
Program funding		

Chapter 10 Action	Lead	Partners
Review and revise existing City Codes, plans, and processes to achieve carbon neutrality through updates and equitable access to reflect rapidly changing technology related to energy efficiency, renewable energy, energy or battery storage, and electrification.	City Sustainability	City Planning and Development Services, City Building Safety, City Engineering
Discussion		
The City began this work in 2024 with the Code Analysis Project. Other studies and considerations may be required to complete this work.		
Supporting Goals and Policies		
Policy PK.1, Goal CA.a, Policy CA.1, Policy CA.2, Policy CA.4, Policy CA.5, Goal E, Policy E.1, Policy MT.4, Policy DP.3, Policy I.1.		
Potential Funding Sources		
Program funding		

Chapter 11 Action	Lead	Partners
Educate homeowners about how best to reduce wildfire risk to their properties through parcel-level Firewise USA® and home hardening assessment programs and use the data collected to support community-wide risk reduction measures, including in parks.	City Fire Departments	Local Fire Districts
Discussion		
City Fire District staff currently support parcel-level defensible space and home hardening education and assessment efforts. These efforts can be expanded and parcel-level data can inform and guide risk reduction on a larger scale.		
Supporting Goals and Policies		
Goal RS, Policy RS.2, Policy RS.4, Goal R, Policy R.1, Policy R.2, Policy R.3		
Potential Funding Sources		
Program funding and grants		

Chapter 11 Action	Lead	Partners
Develop resources to support fire management innovations that align with community risk reduction initiatives.	City Fire Department	Local Fire Districts
Discussion		
The City and County should stay informed on new approaches and technology that reduce community wildfire risk.		
Supporting Goals and Policies		
Goal R, Policy R.1, Policy R.2, Policy R.4, Policy I.2		
Potential Funding Sources		
To be determined		

Chapter 11 Action	Lead	Partners
In coordination with wildland fire and forestry partners, continue to support and implement the Flagstaff Watershed Protection Project (FWPP) thinning plans across the Rio de Flag watershed, Lake Mary watershed, and City limits, the Four Forest Restoration Initiative, and other forest treatment projects to abate public nuisances and protect water resources and infrastructure.	City Fire Department	Local Fire Districts, USDA Forest Service
Discussion		
As of 2024, the FWPP has resulted in over 15,000 acres of ecological thinning, with more than 40,000 acres identified for future thinning. See Chapter 11 for additional information. Continued investment in forest treatment projects is important to reduce the risk of wildfire and post-wildfire flooding across the Region.		
Supporting Goals and Policies		
Goal R, Policy R.2, Goal RS, Policy RS.4, Policy WQ.2		
Potential Funding Sources		
Potential water-resources protection fees, bonds, local sales tax or property tax, private property funding obligation.		

APPENDIX D: Public Participation Summary

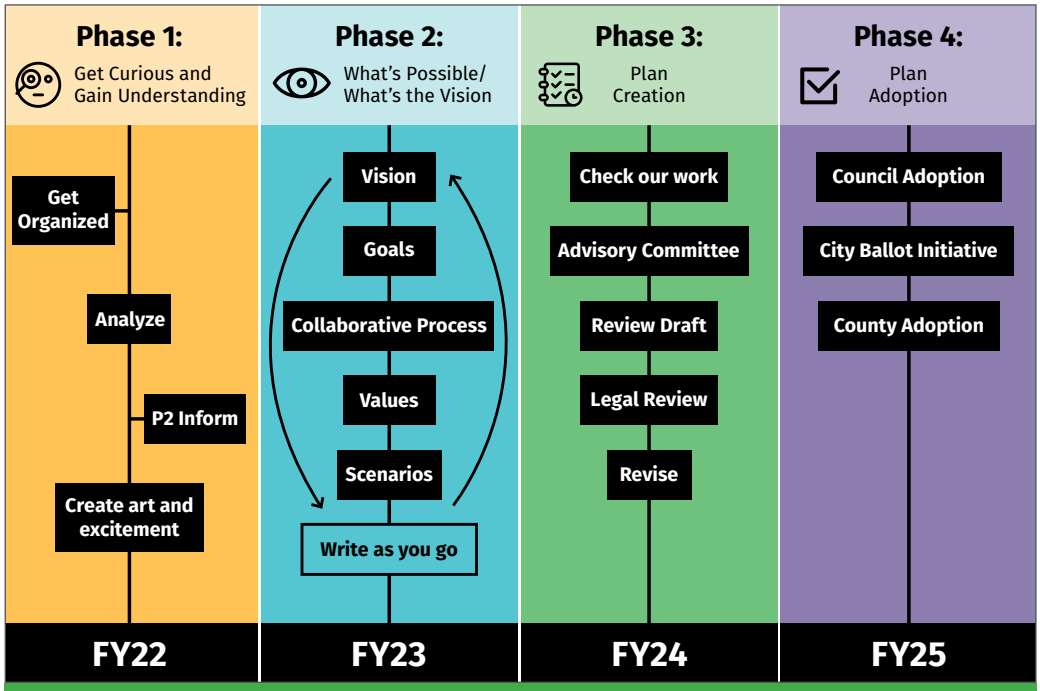

Figure D-1: The four phases of the Regional Plan Update process.

Phase 1: Get Curious and Gain Understanding (2021-2022)

Phase 1 invited the public to engage the Regional Plan update process with curiosity, imagination, and hope. The goal was to inform the public about the process and to solicit feedback on the qualities, values, and challenges that the Regional Plan update should address. In addition to surveys, educational webinars, and traditional means of public engagement, Phase 1 incorporated art and youth as a basis for creating excitement and forward-thinking touchpoints for the more interactive public engagement.

In the background, the City, County, MetroPlan, and other partners organized and analyzed hundreds of data points required for the Regional Plan and created summaries for the City and County's Boards and Commissions to evaluate and provide feedback. This was the basis for understanding the story of the Region's growth and what it means for the community's future.

Regional Snapshots

In 2021, webinars and papers were produced covering a wide range of topics to be addressed in the Regional Plan. The purpose of each webinar and paper was to provide a high-level overview of the topic and related data. The information was intended to provide a current "snapshot" view of the community, with the understanding that the topic may have looked different in the past and might look different in the future. Topics included: Land Basics; Heritage Preservation; Education; Transportation; Population & Demographics; The Economy; Growth; Housing; Our Ecosystem; Flooding, Fire, and Emergency Management; Parks, Recreation, and Open Space; Climate Change & Energy; Utilities; Public Health; Equity; and Food Systems.

Regional Plan Art Boxes

As part of the Regional Plan update, the Regional Plan team commissioned artist Sonya London-Hall to create a series of art boxes to engage community members of all ages and inspire them to think creatively about various aspects of the community. Six thematic boxes that focused on broad Regional Plan Categories: Red – Housing;

Orange – Transportation; Yellow – Placemaking; Green – Land Use; Blue – Water; Purple – Dark Skies.

Each box contained an inspirational picture book or images on the respective topic, creative play or art materials, and instructions to create art or play. The boxes were designed so they could be disseminated throughout the community, and included instructions for capturing information from the activity and returning the materials to the Regional Plan team.

City and County Commission SWOT Analysis

Throughout March, April, and May 2022, the Regional Plan project update team presented and performed SWOT analyses with City, County, and partner commissions/committees/boards. SWOT stands for Strengths, Weaknesses, Opportunities, and Threats. During this exercise, the commission/committee/board members were asked to provide their assessment of the *Flagstaff Regional Plan 2030* related to the group's subject matter and consider what opportunities or threats could be foreseen in the update process.

Phase 2: What's Possible? What's the Vision? (2022-2023)

Phase 2 began with a review of insights from Phase 1, which informed the development of a visioning survey and planning questions presented to the public through workshops. These workshops aimed to identify critical success factors and gather conceptual feedback on trade-offs and decision points. Concurrently, the City and County facilitated collaborative group processes using techniques such as informal working groups, study circles, citizen assemblies, and citizen panels. Additionally, design charettes and public workshops encouraged participants to explore future scenarios and their potential impacts on key resources including land, water, transportation, natural resources, and climate change.

Visioning Survey & Workshops

Between April and November 2022, the Regional Plan team published a community survey and hosted a series of Visioning Workshops across the Regional planning area. The workshops included a brief presentation about the Regional Plan and update process and four breakout stations with activities for participants to talk, listen, share, and think about the future of the community.

Scenario Planning

Scenario planning provided the community with a structured approach to envisioning multiple plausible futures for the Region. Given the complexities of urban development and the uncertainties posed by climate change, transportation, infrastructure, and economic shifts, the process helped stakeholders think strategically and collaboratively about long-term growth. A team of planners, analysts, and engagement specialists used scenario-based modeling and community feedback to inform policy decisions and create a more sustainable and equitable future.

The scenario planning process included several phases. In early 2023, the Technical Advisory Group, consisting of subject matter experts, began identifying key drivers of change for the Region. Their insights helped shape public discussions in a series of workshops where participants examined trade-offs associated with various policy directions. The City and County also facilitated collaborative group sessions through study circles, citizen assemblies, and informal working groups.

As part of these efforts, the City and County hosted four public workshops in March and April 2023 that engaged attendees in a map-based decision-making game, exploring the impacts of population growth, job expansion, climate change, and funding constraints. The input that was gathered directly influenced scenario modeling and played a key role in shaping policy direction and plan content. In June 2023, an informational webinar and open house presented updates on how public feedback was incorporated into the process.

Between November 16, 2023, and January 19, 2024, the Scenario Choosing Open House invited residents to review and select from four distinct growth scenarios. Through a structured five-step engagement process, participants watched introductory videos, completed a priorities quiz, analyzed scenario comparisons, examined detailed Scenario Report Cards, and ultimately ranked their preferred future growth model. The selected scenario informed

this Regional Plan, helping shape land use policies and mapping efforts. These insights and engagement efforts collectively strengthened the foundation for a resilient and adaptable future for the Region.

Board and Commission Presentations

The Regional Plan project team provided updates to City and County Boards and Commissions in July and August 2023.

Phase 3: Plan Creation (2023-2025)

In Phase 3, the Board of Supervisors and City Council appointed a volunteer advisory committee, the Regional Plan Committee (see Regional Plan Committee on page A-4). The committee's tasks were to review the drafts of the Regional Plan being created and provide recommendations to staff on resolving any conflicts that arose from the public review.

The City and County gathered public feedback on the Plan's "Growth Concept," developed based on the results of the Scenario Choosing process, via an online survey and in-person open houses.

After the entire draft Regional Plan was reviewed and endorsed by the Regional Plan Committee, it was released for a 60-day public review. The draft Regional Plan was available on the interactive commenting platform Konveio. Open houses and webinars supported this effort.

After the public review period, the Regional Plan Committee reconvened to review comments and provide direction to staff on the revisions. Regional Plan staff revised the draft based on public review comments and solicited additional public feedback on key priorities through a Spring Survey in 2025. Regional Plan staff also hosted two open houses.

Regional Plan Committee

The Regional Plan Committee was made up of 24 community members who were appointed by the City and County Managers. Nominations were made by City and County elected officials and were reviewed to ensure that the committee composition reflected a fair and balanced representation of the Region. The Commitee met 16 times between November 2023 and March 2025 and incorporated public comment opportunities into their meetings.

Growth Concept Open Houses and Survey

In May 2024, the Regional Plan team hosted two in-person open houses and an online open house on the Growth Concept. Public feedback was also gathered through a Growth Concept Survey. The Growth Concept was an intermediate step in the development of the Future Growth Illustration. It used the building blocks of Activity Centers, Corridors, Neighborhoods, and Employment Districts to implement the Preferred Scenario, which was developed through the Scenario Choosing process. Feedback on the Growth Concept informed the Future Growth Illustration and its accompanying character statements.

60-Day Public Review

Following the Regional Plan Committee's endorsement of the full draft on September 30, 2024, the Plan was released for a 60-day public review from October 20, 2024, through December 19, 2024. During this time, the public could comment on the full draft online via the interactive platform Konveio, submit comment letters, or provide comments at four in-person workshops held in November and December. The Regional Plan team also hosted two online webinars, presented to Boards and Commissions, and held seven drop-in office hours sessions at various locations around the community. The Regional Plan team reviewed comments from the 60-day public review period and, from December to April 2025, revised the draft Regional Plan.

Spring Survey and Open Houses

In April and May 2025, staff gathered additional public feedback through an online Spring Survey and hosted two open houses. The survey highlighted key policies addressing the Regional Plan's priorities: Housing Attainability and Equity, Climate Action, A Walkable Mixed-Use Community, Natural and Cultural Resources, Healthy Economy,

and Resilient Public Services and Facilities. Two open houses in April 2025 provided opportunities to learn about Regional Plan revisions and next steps in the process.

Phase 4: Plan Adoption (2025-2026)

In Phase 4, the draft plan was refined through a series of review sessions and public hearings with City Council, the County Board of Supervisors, and the City and County Planning and Zoning Commissions.

Citizen's Review Sessions

In May 2025, the first of two Citizen Review Sessions was held. It was a joint retreat with City Council, the County Board of Supervisors, and the City and County Planning and Zoning Commissions to review the revised plan, Spring Survey results, and feedback gathered at the open houses. The second Citizen Review Session was held in August 2025 with the City Planning and Zoning Commission.

Public Hearings and Adoption

The adoption process for the Regional Plan included two public hearings with the City Planning and Zoning Commission on September 10 and 24, 2025. The City Council held a special meeting for the public hearing to adopt the plan and call for a May 2026 special election for residents to vote on the final version of the Regional Plan.



Participants in a Face the Future Workshop

APPENDIX E: Regional Plan Amendments

This appendix is RESERVED for documentation related to

amendments to the Flagstaff Regional Plan 2045.



Railroad tracks, Source: Bob Short



FLAGSTAFF
REGIONAL PLAN **2045**

Flagstaff Regional Plan 2045
www.flagstaff.az.gov/regionalplan2045

City of Flagstaff Contact:
Comprehensive and Neighborhood Planning Manager
Planning and Development Services

Coconino County Contact:
Long Range Planner
Community Development

Errata

to

Flagstaff Regional Land Use Plan 2045

2025 Public Hearing Draft

Page	Location	Change
1-12	The Priorities of the Regional Plan	Correct spelling of “implmentation” to “implementation”
2-4	Policy Section – City only	Delete repeated word in "the the"
3-10	Policy TS.4	Correct spelling of “approprate” to “appropriate”
3-10	Policy PROS.4	Reformatted so that PROS.4 from the next page could fit
3-11	Map 3-1: Parks and Open Space	Changed bubbles to hatched
3-13	Natural Resource Stewardship Goal (RS)	Correct spelling of “Stewarship” to "Stewardship"
3-14	Best Practices for the Conservation of Significant Natural Resources	Deleted one Best Practice - “Discourage construction in the 100-year floodplain…” because it is duplicated by a guideline on 4-14.
3-16	Employment District Goal (ED)	Endnote 4 is in the wrong place.
4-9 and 4-10	Policy Map 4-1 and 4-2	Added aggregate mining locations to the Future Growth Illustration (to conform to statute)
4-14	All Neighborhoods	Change period to comma in “Within all neighborhoods.”
4-14	Public Facilities and Infrastructure	Deleted guideline that duplicated Policy DP.5 - “Support the incorporation of nature-based infrastructure solutions in new development, parks, and open space to enhance climate resilience, manage stormwater, promote land-use efficiency, and reduce impacts to significant natural resources.”
4-27	Federal Lands and Working Landscapes	Moved endnote on access routes on USDA FS land to the appropriate location in the Federal Lands and Working Landscapes guidelines.
4-32 and 4-33	Rural Neighborhood and Figure 4-6	The order of these two pages was flipped.

4-37 and 4-38	Map 4-5 Urban Trails and Map 4-6 Regional Trails	Updated ASLD links
5-3	Housing Insecurity and Dispalcement	Changed “households are being pushed out” to “households may be pushed out.”
5-6	Housing Insecurity and Displacement	Correct spelling of “statues” to “status”
5-16	Food System and Food Security	Corrected “13.3 percent” to “13 percent.”
5-16	Foodscaping	Corrected spelling of “landscpaing” to “landscaping”
6-5	Information Map 6-1	Transit route added
6-6	Transit	Correct spelling of “provie” to “provide”
6-6	Transit	Add space to correct “bicyclenetwork” to “bicycle network”
7-2	Dark Skies	Corrected spelling of “expeirence” to “experience.”
10-3	Clean Energy Production	Delete repetitive “to” from “into to”

REVISION LOG

Document Organization Changes

PAGE #	CHANGE DESCRIPTION	Related Comments
	Moved some Scenario Planning content into Chapter 1 and edited existing content in Chapter 4	ON107, ON672, ON1092, S386
	Introduced Plan Priorities in Ch. 1, but moved the major content on them into Ch.3 as part of the goal/policy reorganization	CM155, ON31, S368, S369 S9, S159, S206, S31
	Created a new Healthy Economy priority	W6
	Dissolved the Implementation Guideline category specific to Ch. 5-11. Some guidelines were deleted, others became either policies or action items. Significant Natural Resources guidelines became "Best Practices" in Ch.3. PROS guidelines were moved to Ch.4 for the Parks and Open Space land use category page. Some guidelines were captured through new land use category guidelines in Ch.4.	S367, S236, S237, ON574, S131, ON662, ON370, S294, S220
	Changed call out box formatting to identify climate (blue) and housing attainability (green) information.	S226, ON440, L150, CM166, S206, S391
	Revised the glossary and added glossary links to make terminology clearer	ON75, CM7, S214, S202, S219

Chapter 1 Changes

PAGE # (PH draft)	CHANGE DESCRIPTION	Related Comments
III	Revised table of contents page - added description of what to expect in each chapter and visual legend	S226
1-1	Vision Statement - Staying as is based on RPC decision	ON2, ON455, ON494, ON670, CM154
1-2	Edited down "Shared History" section and moved it up to follow "What is the Region?"	S215, ON940
1-3	Added "What is land use planning?" box	S1
1-4, 1-5	Updated Land Ownership map and text to include Indigenous-owned land	ON280, ON715, L85
1-6	Added "The Region Today" infographic to replace original page 1-9	S370, S371
1-7	New "Future Uncertainties and Opportunities" section to introduce the Climate/Housing emergencies	ON284
1-8	New Climate emergency section	ON284, S88
1-8	New Housing emergency section	S88
1-9	New Growth section	S386, ON1092, ON672, ON282
1-11	New Scenario Planning section (some parts moved up from Ch.4)	ON1214, ON789, ON107, ON672, ON1092, S386, ON747
1-12	Priorities universe graphic	CM155, IP45, ON31, ON20
1-12	New Plan Priorities section with new priorities	CM154, CM155, CM156, S16, S15, S9, S207, S13, S159, W6
all	Restructured much of the chapter content for better flow	CM116, CM146, S370, S373, S215
all	Edits in response to comments on Indigenous people and terminology, with input from Indigenous Commission	ON14, ON304, ON307

Chapter 2 Changes

PAGE # (PH draft)	CHANGE DESCRIPTION	Related Comments
2-1	Moved the What the plan is and is not from Chapter 1 and pulled related information from elsewhere in Chapter 2. Added paragraph on legal context of land use decision making.	CM153, S1
2-1	Changed private developers to property owners	ON498
2-2	Added intro sentences to several headings to explain what they are in a plain English manner.	S18, S319, S305, S318
2-3	Added "if they cannot be modified…" to the end of the CIP discussion.	ON351
2-3	Revised Regional Partners last sentence	
2-3	Revised Staff Reports section	ON35
2-4	Added staff to sentence beginning "Timing…"	S255, W3
2-4	Changed "implementation" to "related" after "Plan:"	
2-4	Rewrote #1 under policy section	
2-4	Deleted "Implementation Guidelines" section because the category has been dissolved	See Document Organization Changes Tab
2-4	Revised conformance information based on the Joint Retreat and 6/24 Council Work Session	ON1245, ON805
2-5	Added detail to the Other Strategic Plans and Specific Plan descriptions.	S247, ON888
2-6	Clarified monitoring and amendment relationship language in first paragraph under Process for Regional Plan Amendments	CM122
2-6	Added information about text amendments	S366, W2
2-7	Upgraded UGB changes to a major plan amendment	ON39,L139, ON333, ON555, ON37,
2-8	Revised the second sentence under administrative changes	S247, ON888
2-8	Add CUP information in endnotes	S256, S374
all	Throughout the Chapter checked the language on zoning code to zoning map amendments and text amendments as appropriate.	S366, W2, S245, S246
all	throughout the chapter changed "parcel" to "area" as an area may include more than one parcel.	W4

Chapter 3 Changes

PAGE # (PH draft)	CHANGE DESCRIPTION	Related Comments
3-1	Added information to the introductions on the priorities relationship to goals and policies, how the findings of conformance analysis includes the goals and policies and how they apply to cases.	CM155, S159, S206, S31, ON1249
3-2	Revised Goal HA based on Housing staff feedback	ON681
3-2	Moved Housing Affordability, Neighborhoods and Equity and Cost of Development under Housing Attainability Priority	S388
3-3	Added Policy HA.4 to rehabilitation of affordable and accessible units, added Policy HA.5 to address affordability for owner and rentals, and added HA.6 on permanently affordable housing models and partnerships.	S166, ON681
3-3	Goal NE and related policies were revised to be more implmentable and clearer in how they can apply to projects.	S257
3-4	Moved Goal PK to Housing Attainability and Equity	S388
3-4	Added policy PK.1, 2 and 3 to connect demand and supply to transit, carbon neutrality and affordability, building in underutilized parking lots, and moved up an implementation guideline on year round on street parking.	CM131, IP188, ON731, IP20, CM186, IP190
3-4	Added a policy on accessible parking PK.4	CM49
3-4	Added Policy CD.3 to address comments on building technology that can improve costs	CM126, S168
3-5	Moved Climate Action goals and policies, TS.6, TS.4a, Multimodal transportation,	S388
3-5	Goal CA - added footnote about the by 2030 goal of the carbon neutrality plan	ON440, ON403, ON550, many more
3-5	Revised CA policies to focus on land use	CM164, ON93

3-6	Deleted goal GM and associated policies. Added new GM goal and policy under Climate Action priority.	S388, CM129, ON40, L143, CM156, S15
3-7	Reorganized TS and MT policies related to climate change under Multimodal Transportation	S388
3-7	Added Policy MT.3 on reducing commuting from outside the Region.	CM184
3-9	Replaced DP.1-DP.5, Dp.8 and DP.13. Some moved to Ch.4 as guidelines.	ON243
3-9	Revised DP policies to speak more to desired outcomes, and added a policy on diverstiy of housing types, building conversions to allow more units, and nature pased infrastructure.	S380, S382, CM135, S257, S361, CM160, S162, S29, S45, S37, CM176, CM197, CM198
3-9	Reorganized policies under Walkable Mixed Use Community priority. Development Patterns, Transporation Systems and Enhanced Street Design and accesible Parks, Recreation and Open Space were moved under this priority.	S388
3-9	Incorporate CDR into a rewritten DP policy on emerging land uses	CM164, CM179
3-9	Added traditional food cultural practices to food systems policy (DP.12 -> DP.6)	IP115, ON326
3-10	Changed protection to accessibility for policy TS.1	L194
3-10	Deleted Policy TS.5	CM24, IP40
3-10	Split ST.1 into a policy on Great Streets and Gateways separately, moved to TS per Joint Retreat feedback	ON730, CM22
3-10	Reorganized some of the Parks, Recreation and Open Space policies related to resource conservation. Policy PROS.5 became a guideline for Parks and Open Space in Ch.4. Added policy on access points and trail hubs.	ON89, IP147, ON364, ON774, IP144, IP146, CM198, CM199, ON826, ON695, CM216, CM20
3-10	Moved Transportation maps to Ch.4 to comprise the new Transportation Framework section	S235
3-15	Added new policy HE.6, moved from implementation guidelines and rephrased.	ON238
3-17	Added WR.5 and WR.6 from former Implementation Guidelines	ON1119, L19
3-18	Added WR.7 on Red Gap Ranch	ON257, ON1191
3-18	Added equitable to R.2 and R.3 (renumbered as R.3 and R.4)	CM55, S85
3-19	Added Policy PS.2 to talk about fire carrying into new development areas.	ON95, ON391, CM221, ON437

3-19	Added Policy I.2 from implementation strategies related to critical infrastructure.	CM204, S86, CM221
Throughou	Described best practices. Moved the Significant Natural Resources guidelines to Ch.3 to become Best Practices and created new Best Practices on Creating a Sense of Place.	S236, S220, ON794, ON543, IP54, ON978, IP55, IP68, ON1171, ON1183
Throughou	Added 1-2 paragraph background sections under each priority	CM155, S159, S206, S31, ON1249
Throughou	Reworded goals to provide separate sentence structure form	S203, CM161, S30
Throughou	Removed themes	S161

Chapter 4 Changes

PAGE # (PH draft)	CHANGE DESCRIPTION	Related Comments
4-1	Added data and tables on housing production	ON103, ON688, ON98, ON1261
4-3	Deleted Climate/Housing emergency boxes - now redundant with new content in Ch.1	S88, ON534
4-3	Revised Scenario Planning text, balancing with new content in Ch.1 and adding information on the 4 scenarios	ON107, ON116, S172, ON393, ON1243, ON704, S89, ON797
4-8	Revised Future Growth Illustration introduction for clarity	L100, ON1259, ON1031
4-8	Revised Land Use Categories introduction for clarity	ON802, ON464
4-11	Replaced density ranges in Table of Zoning Compatibility with four density categories described in the Table of Density Ranges	ON248, ON778, L115
4-12	Updated LUF photos and added densities	L105, ON137
4-12	Added PLF, PF, and POS for Federal Lands and Working Landscapes	S102
4-12	Urban Center compatible zones: added CS with footnote, removed CC and HC	Staff recommendation
4-12	Rural Center compatible zones: removed CS and CH-10,000	Staff recommendation
4-12	Added CG-10,000 to Employment District	Staff recommendation
4-13	Added MH zone to Urban Neighborhood	IP212, IP211, IP161, ON974, L74
4-13	Revised Density Calculations section	S103, ON805, L61, L66, L68
4-14	Added guidelines that apply to all categories. Relocated some policies and implementation/category guidelines to this section.	S36, CM132, ON49, ON625, ON690, ON251, CM176, CM197, CM198, ON959, L26
4-14	Committee: Revision for policy (which then became Ch.4 guideline): Do not extend water services to new development without sewer....	L19
4-14	Rewrote Implementation Guidelines on the urban growth boundary and extension of water services to be land use guidelines in Ch.4	ON379, ON380, ON661, ON743, ON1190, ON1255, ON662, L136, L137, CM228
4-16	Reordered illustrations and LUF Category pages	
4-16	Updated Urban Center bullet on connectivity to open space and parks to	ON1121

4-17	Land Use Framework Illustration Revisions	ON127, IP228, W38, W39, ON467, ON1256, W43, ON145, ON151
4-20	Added "Provide social gathering places"	ON837
4-25	Reordered and editied guideline bullets and criteria list for Employment District	S97
4-26	Added selected Parks and Open Space guidelines from Ch.8	Staff recommendation to Committe on March 2, 2025
4-27	Added footnote from the Forest Service about road access	L38
4-27	Added "city" to "state and private inholdings" because of the city-owned Schultz Y parcel	Staff recommendation
4-28	Moved description of Neighborhood Commercial out of "Building Blocks:	S87
4-28	Edited Neighborhood Commercial description and guidelines	ON833, ON559, L125
4-31	Changed bullet on commercial uses, same as Urban Neighborhood language	S179
4-31	Combined Suburban Neighborhood High and Medium into one category and revised associated density	ON248, ON778, L115, L63, L67, L103, L110, L121, ON779, L118
4-35	Brought Transportation Framework section and maps into Ch.4 instead of Ch.3	S235, CM29, CM162

Map Changes

PAGE # (PH draft)	CHANGE DESCRIPTION	Map	Related Comments
1-2	Clarified Region map, added labels, and turned into a smaller layout	1-1	ON294
1-5	Added Indigenous land to Land Ownership map	1-2	L85, ON280, ON715
3-11	Added "open space" as an additional need for middle bubble and adjusted bubble symbology. Updated FUTS layer.	3-1	Staff recommendation
4-2	Added text clarifying census block	4-1	ON104
4-9, 4-10	Numerous Future Growth Illustration changes to parcel categorization and added airport overlay, planned roads, and aggregate mining operations	4-1 and 4-2	IP164, IP165, IP167, IP180, IP5, IP56, L16, L60, L62, L63, L75, L104, L113, L114, ON658
4-35, 4-36	Road Network Changes - updates to planned roads in JWP, Woody Mtn, Airport areas. Edited blue bubble and added permanent transit network. Added Lone Tree overpass.	4-3 and 4-4	L32, W25, L64
4-37	Updated FUTS alignments, distinguished planned trails with property rights from	4-5	ON249, L65, IP51
4-38	Added Regional Trails Plan map	4-6	W26
4-39	Updated bikeway alignments based Street Network map updates	4-7	IP3
4-40	Updated crossings, added road network, added description text	4-8	ON75, ON76, ON1025, ON99
4-41	Add two new gateways to downtown	4-9	L194
5-2	Turned singular map into two separate maps for clarity; added units to scale	5-1	ON973, S104
5-4	Adjusted ranges in legend	5-2	Staff recommendation
5-13	Added map of current and future City Specific Plans	5-3	L130
6-5	Added Connection Center to map	6-1	ON194
7-10, 7-11	Clarify steep slopes symbology	7-2 and 7-3	ON884
9-2	Added separate color for shallow aquifer sources, changed peaks droplet and added Ft Valley droplet.	9-1	ON963
9-9	Clarified symbology and added legend information to better distinguish adequate and inadequate designations.	9-2	Staff recommendation
11-2	Fixed error with ASLD office	11-1	L30
Throughou	Added disclaimers on trails and road network maps, and FGI	4-1, 4-2, 4-3, 4-4, 4-5, 4-6	ON989

Other Chapter Changes

PAGE # (PH draft)	CHANGE DESCRIPTION	Related Comments
5-1	Revised "Housing and Development..." section, reordered paragraphs, removed housing emergency information that was redundant with new Ch.1 and Ch.3 sections	ON1223, ON1264, ON560, ON156, ON157, ON627
5-3	Updated paragraph on second homes, short-term rentals, and student housing	ON159, ON1102, ON158, ON161, ON628, ON162, ON561, ON562, ON1233, ON563, S184, S186
11-19, 11-2	Added 4 action items from former implementation guidelines	S148, ON1219
5-12	Added details on current and future City Specific Plans	L140, S247
5-15	Food systems language - added that water and land availability are limits in local agricultural production up front and that the expansion of food systems should be to the extent practical.	ON566, ON753, ON1087, ON1088, ON872, L160, L162, ON1048, L158, L161, ON755, ON1053, ON763, L201, ON1106, ON1105
5-15	Addded new references on water availability and the history of agriculture in the region	ON1087, ON753, ON755, ON1053, L201, ON510, ON1105, ON1048
5-15	Added information and available water used for agriculture and the balance with the need to address food security and disparities.	ON507, ON753, ON1087, L58, ON872, ON1053, ON1062, ON1064, ON1106, ON1105
5-19	Revised multiple action items; added 3 action items from former implementation guidelines on housing, community resilience; added 1 action item on Planned Area Development; added JW Powell in list of specific plans.	S113, ON1161, ON1154, L61, L68
6-13	Added 3 action items: 2 from former implementation guidelines, 1 comment suggestion	ON1244, CM94, CM96, ON89, L39
7-12	Added Action item for significant natural resources best practices and data creation	ON886, ON860

Housing and Carbon Neutrality Crosswalk with the Regional Plan 2045

Housing Plan Selected Strategies

Strategy	Strategy Description	How is it addressed?
Create 1.4	Explore implementing reduced fees and waivers to incentivize the development of affordable housing.	CD. 2 Support affordable and attainable housing development through additional support for infrastructure costs and sustainably reduced development standards and fees.
Create 1.8	Explore the use of the community land trust model and public/private partnerships to incentivize the development of ownership units that are priced significantly below market rate.	HA.6 Provide long-term affordability through permanently affordable housing models and public/private partnerships.
Create 2.1	Update the Regional Plan policies to support increased density related to affordable housing.	NE.2. Include a range of housing options for all income levels in neighborhoods. CA.6 Support high density housing where there are nearby commercial services or transit. GM.1 Promote medium-to-high density residential developments and mixed-use developments within the Urban Growth Boundary (UGB) to resist urban sprawl.
Create 2.2	Identify suburban areas to support greater density and intensity of development.	Suburban Neighborhoods in the proposed plan support 2-29 duac, where the current plan allows 2-13 dual unless a project is mixed use.
Create 2.3	During the update of the Flagstaff Regional Plan, revise the Community Character chapter for goals and policies to include cost-saving methods that reduce the conflict between affordable housing, historic preservation, and urban design.	The Community Character chapter is proposed to be eliminated and incorporated as a set of Best Practices for Creating a Sense of Place.
Create 3.3	Identify ongoing resource opportunities for the purpose of assisting households experiencing homelessness, households at risk of becoming homeless, first-time homebuyers, and affordable	HA.3 Coordinate with local service providers to furnish resources for daily needs, temporary shelter, and transitional housing opportunities for individuals experiencing homelessness.

	housing targeted to these populations	
Create 4.4	Review parking standards for all residential development with the goal of reducing the cost of development and increasing the number of dwelling units that may be achieved.	
Create 4.5	Evaluate and amend the Resource Protection Overlay standards to ensure that the minimum densities can be met on most sites, including making the requirements for residential sites to be similar to those for a commercial site.	Action Item: Update and refine the City of Flagstaff's Resource Protection Overlay and landscaping regulations to incorporate updated urban forestry best practices, conform with the best practices of Fire-Adapted Communities, and calibrate and prioritize natural resources.
Create 4.8	Explore allowing additional flexibility for homeowners and landlords to increase density.	HA.4 Further the development and rehabilitation of affordable and accessible rental opportunities for residents at all income levels. DP.4: Support the conversion of buildings that allow for an increase in units and for new units to be added to existing parcels over time.
Create 5.4	Establish a simplified entitlement (i.e., rezoning and conditional use permit) and development review process.	The Regional Plan proposes to simplify the findings for Regional Plan analysis when no plan amendment is required.
Create 5.7	Construct and promote net zero or Net Zero Ready affordable housing when funding is available and encourage private developers to do the same.	Action Item: Update the City Sustainable Building Resolution and Sustainable Residential Building Incentives to further implement net-zero energy standards.
Create 5.8	Prioritize Capital Improvement Projects that facilitate affordable housing.	I.1 Prioritize capital improvement projects that facilitate affordable housing, infill, carbon neutrality, sustainable operations, and resilience to hazards (City only).
Connect 2.1	Evaluate housing policies and strategies in City of Flagstaff planning documents through an equity lens.	The core priority is called Housing Attainability and Equity to connect the two key topics.

Connect 3.2	Encourage neighborhoods, housing types, and building practices that increase health	A Mixed-Use Walkable Community is one of the complementary priorities.
Preserve 1.2	Review the Land Use Goals and Policies in the Regional Plan, Specific Plans, and City code to remove barriers to adaptive reuse for the creation of affordable housing.	Housing Attainability and Equity is one of the core priorities of the plan. HA.2 Expand access to homeownership through the development of a variety of housing types, providing resources and programs to support homebuyers; and reducing barriers to homeownership opportunities. HA.4 Further the development and rehabilitation of affordable and accessible rental opportunities for residents at all income levels. CD. 2 Support affordable and attainable housing development through additional support for infrastructure costs and sustainably reduced development standards and fees. NE.2 Include a range of housing options for all income levels in neighborhoods. DP.2 Support development and redevelopment with a diversity of housing types by expanding opportunities for missing middle housing. DP.4 Support the conversion of buildings that allow for an increase in units and for new units to be added to existing parcels over time.
Preserve 2.2	Continue homeownership rehabilitation programs and create an affordable rental rehabilitation program with a focus on establishing safe, decent, and sustainable housing.	NE.6 Improve housing stability by helping vulnerable homeowners and renters make improvements to their homes, such as maintenance, floodproofing, safety, and accessibility.
Protect 2.2	Encourage diversity of housing options in all neighborhoods, understanding that exclusive communities are incompatible with the City of Flagstaff's mission to protect and enhance the quality of life for all.	NE.2 Include a range of housing options for all income levels in neighborhoods. DP.2 Support development and redevelopment with a diversity of housing types by expanding opportunities for missing middle housing.

Carbon Neutrality Plan

Strategy	Strategy Description	How is it addressed?
CR-1	Ensure all mitigation actions improve Flagstaff's ability to adapt to the future.	Page 1-8: Achieve carbon neutrality by 2030 through a combination of GHG emissions reductions and carbon dioxide removal (CDR) initiatives. CA.2. Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances. WQ.1. Protect watersheds for water supply needs, flood mitigation, ecological integrity, and increased resilience. RS.5. Expand and expedite forest restoration and risk mitigation efforts to reduce urban and neighborhood fire risks more effectively
CR-2	Strengthen existing community systems to create resilience to both short-term shocks and long-term change.	R.1. Prepare the Region's human and natural systems to be more resilient to short-term catastrophic events and long-term impacts of climate change.
ES-1	Incorporate equity as a foundational element of every climate action the City develops and implements.	NE.1 Increase equity in housing and economic opportunities for existing and future generations. MT.4. Reduce the demand for driving and vehicle dependency which will, in turn, reduce the cost of the transportation system, increase transportation equity, and achieve carbon neutrality (City only). RS.3 Equitably prepare for and mitigate the impacts of fires and floods to reduce the risks of loss of life, property damage, and disruption of public services for all, and reduce or mitigate loss of watershed health and wildlife habitats.
ES-2	Proactively engage community members on an ongoing basis.	NE.4. Support the active participation of Neighborhood Associations or similar organizations in local decision-making, fostering community engagement, promoting neighborhood development, and advocating for the needs and interests of residents.
ES-3	Design targeted climate policies and programs to serve	The Regional Plan does not set climate policies or programs directly and therefore this is outside the scope.

	disproportionately impacted communities first.	
ES-4	Actively seek to recognize past harms, repair trust, and build deeper relationships with community members.	NE.3 Ensure that policies, programs, and requirements recognize the ongoing harm of exclusionary zoning.
DD-1	Encourage vibrancy, appropriate density, and attainability in existing neighborhoods, so that more residents live within walking distance of their daily needs.	CA.6. Support high density housing where there are nearby commercial services or transit. GM.1 Promote medium-to-high density residential developments and mixed-use developments within the Urban Growth Boundary (UGB) to resist urban sprawl. Development Pattern Goal (DP) The Region promotes development patterns that support attainable housing in a resilient and sustainable community. All urban and suburban land use categories allow commercial and mixed-use buildings and neighborhoods.
DD-2	Create inclusive networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient for people of all ages.	Transportation System Goal (TS) The Region creates an inclusive, safe, comprehensive, and continuous transportation system that provides access, mobility, and efficient transportation options.
DD-3	Encourage Flagstaff residents and visitors to walk, bike, roll and take the bus.	Policy TS.4 Design all roads to accommodate all people safely and where appropriate, include art; contextual landscaping; pedestrian, bicycle, and transit facilities; and appropriate architectural features.
DD-4	Transform transportation policies and planning to incorporate greenhouse gas emissions analysis and reduce dependence on driving.	MT.2 Improve the network connectivity and accessibility to surrounding and supporting local roads, collectors, and arterials to achieve lower Vehicle Miles Traveled (VMT) and improve the pedestrian, bike, and transit network (City only). MT.3. Reduce the need to commute for work in a single-occupancy vehicle from outside of the Region by providing attainable housing, regional transit, and diverse commuting solutions. MT.4 Reduce the demand for driving and vehicle dependency which will, in turn, reduce the cost of the

		transportation system, increase transportation equity, and achieve carbon neutrality (City only).
DD-5	Invest in comprehensive and equitable transit.	Transit Goal (TR) The Region increases public transportation frequency, safety, accessibility, and services to make it an affordable and convenient alternative to driving.
DD-6	Proactively invest to protect Flagstaff's clean air status	Goal 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
HA-1	Create housing options for households at all income levels and family sizes occupied by local residents.	Housing Attainability Goal and related Policies: The Region increases the supply of secure, accessible, and attainable housing for all existing and future residents and provides for affordable housing in every neighborhood. NE.2 Include a range of housing options for all income levels in neighborhoods.
HA-2	Connect people with equitable housing solutions.	NE.1 Increase equity in housing and economic opportunities for existing and future generations.
HA-3	Preserve affordable Housing	Housing Attainability Goal and related Policies: The Region increases the supply of secure, accessible, and attainable housing for all existing and future residents and provides for affordable housing in every neighborhood. HA.4 Further the development and rehabilitation of affordable and accessible rental opportunities for residents at all income levels.
HA-4	Protect people from housing discrimination and remove housing barriers.	HA.1. Minimize and mitigate displacement of residents and prevent the loss of existing affordable housing units. HA.2 Expand access to homeownership through the development of a variety of housing types, providing resources and programs to support homebuyers; and reducing barriers to homeownership opportunities. HA.6 Provide long-term affordability through permanently affordable housing models and public/private partnerships.

		NE.1 Increase equity in housing and economic opportunities for existing and future generations.
IR-1	Protect natural areas and ecosystem services that are most vulnerable to the impacts of increased visitation and climate change.	Visitation is a park and open space management issue and is outside the scope of a land use plan. RS.6 Focus conservation activities on sensitive and uncommon habitats, and landscapes that support the health and resilience of regional wildlife and plant populations and ecosystems. Goal WR. a – Balance water demand and water supply to maintain the 100-year water adequacy designation, support sustainable regional hydrology, and meet ecosystem needs. Guideline for all land use categories: Support the incorporation of nature-based infrastructure solutions in new development, parks, and open space to enhance climate resilience, manage stormwater, promote land-use efficiency, and reduce impacts on significant natural resources.
IR-2	Ensure equity, accessibility, and inclusion across all City of Flagstaff Parks and Recreation facilities, helping all members of the Flagstaff community to meet their health and wellness needs.	Guideline for all land use categories: Within all neighborhoods. locate and design dynamic public civic spaces, parks, and natural areas that are accessible to pedestrians, bicyclists, and transit. Accessible Parks, Recreation, and Open Space Goal (PROS) The Region's system of parks, open spaces, and community centers, which supports its public and environmental health, provides diverse recreational needs; is accessible to all residents and visitors; and is interconnected by trails and greenways between Flagstaff, regional open space, and other County communities.
IR-3	Plan for changes to recreation, reduce emissions, and respond to the impacts of climate change on current Parks and Recreation facilities and operations.	Action Item: Update the City Sustainable Building Resolution and Sustainable Residential Building Incentives to further implement net-zero energy standards.
EM-1	Advance the electrification of buses across Flagstaff	CA.3 Advance the electrification of aircraft, trains, buses, micromobility devices, and vehicles by increasing the availability of charging infrastructure in public and private development projects.

EM-2	Welcome electric micro-mobility devices as legitimate, healthy, affordable, and low-carbon modes of transportation	CA.3 Advance the electrification of aircraft, trains, buses, micromobility devices, and vehicles by increasing the availability of charging infrastructure in public and private development projects.
EM-3	Support residents, businesses, and institutions in the transition to electric vehicles.	CA.3 Advance the electrification of aircraft, trains, buses, micromobility devices, and vehicles by increasing the availability of charging infrastructure in public and private development projects.
CE-1	Produce 100% renewable electricity to cover all City of Flagstaff municipal electricity needs.	CA.2 Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances.
CE-2	Increase renewable energy installations and usage in new buildings.	E.1 Support renewable energy production; promote battery storage in the residential, commercial, and transportation sectors; and support energy storage in new, utility-scale renewable energy developments.
CE-3	Support solar installations on existing residential and commercial buildings.	E.1 Support renewable energy production; promote battery storage in the residential, commercial, and transportation sectors; and support energy storage in new, utility-scale renewable energy developments.
FS-1	Reduce or remove natural gas usage in municipal buildings	CA.2 Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances. Action Item: Modernize and incorporate renewable energy and innovative technology into the energy systems at City facilities, especially the Wildcat Hill Water Reclamation Plant and the Cinder Lake Landfill.
FS-2	Encourage new buildings to rely on the electric grid as their main energy source.	CA.2 Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances.
FS-3	Support fuel switching in existing residential and commercial buildings.	Action Items: Review and revise existing City Codes, plans, and processes to achieve carbon neutrality through updates and equitable access to reflect rapidly changing technology related to energy efficiency, renewable energy, energy or battery storage, and electrification.

		Collaborate with the construction and development industry, realtors, property managers, and the public to increase general and technical knowledge and workforce capacity for building energy efficiency and fuel switching.
FS-4	Provide training and education on fuel switching.	Action Item: Collaborate with the construction and development industry, realtors, property managers, and the public to increase general and technical knowledge and workforce capacity for building energy efficiency and fuel switching.
BE-1	Achieve net zero energy City of Flagstaff facilities	Action Item: Update the City Sustainable Building Resolution and Sustainable Residential Building Incentives to further implement net-zero energy standards.
BE-2	By 2030, require new homes in Flagstaff to be net zero energy homes.	Action Item: Update the City Sustainable Building Resolution and Sustainable Residential Building Incentives to further implement net-zero energy standards.
BE-3	Reduce energy use in existing buildings.	CA.2 Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances.
SC-1	Manage emissions from the Cinder Lake Landfill.	Action item: Modernize and incorporate renewable energy and innovative technology into the energy systems at City facilities, especially the Wildcat Hill Water Reclamation Plant and the Cinder Lake Landfill.
SC-2	Encourage sustainable consumption.	CA.5 Reduce consumption and waste in development projects by utilizing sustainable and recycled materials in design and construction, and provide waste diversion during site preparation, design, demolition, construction, and operation.
SC-3	Divert more waste from the landfill.	CA.5 Reduce consumption and waste in development projects by utilizing sustainable and recycled materials in design and construction, and provide waste diversion

		during site preparation, design, demolition, construction, and operation.
SC-4	Reduce organic waste going to the landfill and reduce food insecurity.	DP.6 Expand support for agriculture, food systems, and traditional food practices throughout the Region. HE.5 Support improved nutrition, food security, and jobs in the Region, and associated workforce development, by encouraging local agricultural activity and the production, manufacturing, and distribution of food at various scales.
WS-1	Improve water infrastructure and expand water reuse.	WR.3 Maximize the beneficial use of all water sources by implementing water reuse programs. WR.6 Evaluate direct potable reuse and advanced water treatment techniques as a potential source of drinking water in the future.
WS-2	Improve ecosystem management for protection of water resources.	WQ.2 Protect the quality of surface water, groundwater, and reclaimed water to preserve the Region's drinking water and ecosystem services.
WS-3	Continue to support water conservation efforts across the Flagstaff community.	WR.2 Support and incentivize water conservation and other water efficiency measures to protect water resources, support projected community growth, reduce the costs for water systems, and conserve energy.
WS-4	Maximize passive and active community rainwater infiltration.	WQ.1 Protect watersheds for water supply needs, flood mitigation, ecological integrity, and increased resilience.
HF-1	Protect existing forests, resources, and meaningful open spaces.	RS.2 Mitigate hazards to reduce the risk of uncharacteristic wildfires and post-fire flooding while improving the health, structure, condition, function, and resilience of forest ecosystems through forestry best practices and wildland fire science. R.5 Expand and expedite forest restoration and risk mitigation efforts to reduce urban and neighborhood fire risks more effectively. OS.2 Focus the purchase and management of regional preserves and connector open spaces on protecting cultural or significant natural resources, while allowing for concentrated development in areas that support housing supply and climate action.

HF-2	Restore and maintain the natural fire-adapted structure and pattern of the forests of the greater Flagstaff region through collaboration with partners.	RS.2 Mitigate hazards to reduce the risk of uncharacteristic wildfires and post-fire flooding while improving the health, structure, condition, function, and resilience of forest ecosystems through forestry best practices and wildland fire science. RS.7 Prevent, inventory, treat, and remove invasive plant species to preserve native plant communities, preserve indigenous cultural practices, and reduce the risk of uncharacteristic wildland fires. R.3 Equitably prepare for and mitigate the impacts of fires and floods to reduce the risks of loss of life, property damage, and disruption of public services for all, and reduce or mitigate loss of watershed health and wildlife habitats. R.5 Expand and expedite forest restoration and risk mitigation efforts to reduce urban and neighborhood fire risks more effectively. PS.2 Ensure greenfield development is designed to reduce the risk of fire carrying from the surrounding forests and grasslands into the community to address risks to residents and businesses.
HF-3	Educate the public on forest health and wildfire risk reduction.	Education is outside the scope of the plan unless it is related specifically to code updates or land use and transportation technology
HF-4	Support innovation in the forest health and wild land fire sectors.	HE.3 Promote employment pathways, skills training, and job creation in targeted sectors and needed industries such as construction, forestry, advanced manufacturing, health care, astronomy, and bioscience. HE.4 Develop industrial properties that support light and heavy industrial uses, manufacturing, and forestry industries necessary for jobs and climate resilience in the Region.
HF-5	Encourage diverse native plant ecosystems in the built environment.	RS.6 Focus conservation activities on sensitive and uncommon habitats, and landscapes that support the health and resilience of regional wildlife and plant populations and ecosystems. RS.7 Prevent, inventory, treat, and remove invasive plant species to preserve native plant communities, preserve

		indigenous cultural practices, and reduce the risk of uncharacteristic wildland fires. Best Practice: Preserve natural topography in public open spaces, especially where there are rare plants and unique geology.
HF-6	Proactively manage for expected ecosystem transitions, including the potential threats to ponderosa pine forests.	RS.2 Mitigate hazards to reduce the risk of uncharacteristic wildfires and post-fire flooding while improving the health, structure, condition, function, and resilience of forest ecosystems through forestry best practices and wildland fire science. R.1. Prepare the Region's human and natural systems to be more resilient to short-term catastrophic events and long-term impacts of climate change. R.3 Equitably prepare for and mitigate the impacts of fires and floods to reduce the risks of loss of life, property damage, and disruption of public services for all, and reduce or mitigate loss of watershed health and wildlife habitats
HS-1	Identify community health impacts from climate change and target support to assist at-risk populations in adapting to change and protecting their health.	RS.3 Create resilient and sustainable flood management practices and systems that protect and enhance ecosystems and human health throughout the Region. WR.1 Manage infrastructure and develop partnerships that support water, stormwater, wastewater, and reclaimed water utility facilities that are safe, secure, reliable, cost effective, and adequate for the Region's future growth and continued environmental health.
HS-2	Prepare for changing risks to public health due to climate change and increase collaborations across agencies to improve health and climate awareness, preparedness, and resilience.	Outside the scope of the plan. The Community Health Assessment is referenced and evaluated in terms of how it intersects land use and transportation issues in the plan.
HS-3	Adequately fund services for disaster preparedness.	Funding is outside the scope of the plan. The Multijurisdictional Hazard Mitigation Plan has this

		information and is referenced in the materials evaluated.
HS-4	Improve the resilience of public infrastructure and City facilities.	R.2 Allocate available public resources necessary for the City and County to prepare for and adapt to natural and human-caused hazards so that all government operations support community resilience.
EP-1	Accelerate the transformation to a low-carbon economy that minimizes emissions and spurs innovation.	CA.2 Reduce energy consumption, reliance on fossil fuels, and the carbon footprint of new and existing buildings and public facilities through efficient building construction, orientation, and appliances. CA.4 Support the development of carbon dioxide removal (CDR) and storage projects, capture of point source carbon emissions, and low carbon materials development projects, and through appropriate tools and land use contexts.
EP-2	Support the adaptation efforts of local businesses as the climate changes and the economic landscape shifts.	HE.1 Attract and retain businesses and industries that complement the Region's vision and priorities and support a stable and healthy workforce. HE.2 Seek out opportunities to support existing and small businesses, nurture entrepreneurship, and support economic stability and vitality; identify measures to avoid amplifying displacement pressure, especially in areas near low-and-middle-income residents.
CD-1	Develop a portfolio of local and regional carbon dioxide removal initiatives to meet Flagstaff's commitment to carbon neutrality.	CA.4 Support the development of carbon dioxide removal (CDR) and storage projects, capture of point source carbon emissions, and low carbon materials development projects, and through appropriate tools and land use contexts.
CD-2	If local carbon dioxide removal projects are insufficient, obtain high-quality carbon offsets and CO2 Removal Certificates (CORCs).	Outside the scope of the Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
CM116	Sustainability Commission	"Suggest restructuring the first two chapters for better flow, background info, existing plans, etc. Possibly: split chapter 1 and chapter 2 into subsections: 1: city/region background, climate background (Provide goals of CNP, how they will be incorporated in this plan) 2: plan/planning background, structure of plan; Move “The Focus of the Regional Plan” section from 1-10 and 1-11 to be the intro/guidance section of chapter 3. [BACKGROUND INFO (region, culture, community, climate)-> STRUCTURE OF PLAN -> FOCUS/PRIORITIES/GOALS/POLICIES] - include/emphasize importance "	Chapter 1 and 2	1-	Chapter 1 was substantially restructured for better flow, with some information moving to Chapters 2-4 and more information added in Ch.1 about housing, climate, growth projections, and scenario planning.
CM165	Sustainability Commission	Define land use as a climate action tool	Chapter 1 or GLU/Energy Chapters	1-	This connection was strengthened in the plan with a new paragraph explaining land use planning in Ch.1, more information on the climate emergency in Ch.1, and more specifics on scenario planning in Ch.1 and 4.

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CM146	Sustainability Commission	We recommend restructuring the first three chapters to better focus on the most important information about the Plan's purpose, scope, priorities, etc. An alternative format you may consider is outlined here. i. Chapter 1: Introduction 1. The Flagstaff Region. Keep the vision, background/history, and present-day information. 2. The Region's Future Uncertainties and Opportunities (page 1-10). Include Flagstaff's declaration of a climate emergency and tie the Plan to the goals of the Carbon Neutrality Plan (CNP). ii. Chapter 2: How the Plan Works. 1. Move the city/region planning history discussion currently located in Chapter 1 to the beginning of this chapter, including Figure 1-2 Planning History of the Flagstaff Region. 2. Extend the timeline in Figure 1-2 through at least 2023, making sure to include the CNP. ii. Chapter 3: Goals and Policies. 1. Move "The Focus of the Regional Plan" section from pages 1-10 and 1-11 to the beginning of Chapter 3 to clearly outline the Plan's Priorities and Objectives. 2. Directly tie the Priorities and Objectives into the Goals and Policies defined in this chapter.	Chapters 1 - 3	1-	Chapter 1 was substantially restructured for better flow, with some information moving to Chapters 2-4 and more information added in Ch.1 about housing, climate, growth projections, and scenario planning. The planning history timeline was removed from the document. Chapter 3 was reorganized and revised with a stronger focus on the priorities.
L141	Unisource	We support the City of Flagstaff's and Coconino County's efforts to reduce greenhouse gas emissions and to protect our region's health and natural beauty. Environmental stewardship is a critical component of our safe and reliable natural gas operations, and it will remain so as we expand our system to serve our region's increasing energy needs. We believe our community will always need affordable, effective energy options. With respect for efforts to reduce greenhouse gas emissions through electrification, many residents and businesses will remain interested in the reliability and value offered by natural gas service. As such, we recommend that the plan also address the need for more efficient on-site combustion devices through incentives that make more efficient natural gas options more affordable. Our building codes should always accommodate developers who wish to provide both electric and gas service in their projects. In short, our residents and businesses should remain free to choose natural gas service if it suits their needs.	Energy Chapter	10-	Added sentences on natural gas usage, Unisource's Renewable Natural Gas Feasibility Study, and appliance efficiency on pages 10-1 and 10-2.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1054	Krista Ames-Cook	Is there a reason that Chapter 10 rolls into Chapter 11 instead of ending like the previous chapters?	Energy Chapter	10-	This was because the platform Konveio had a limit to how many chapters could be uploaded separately.
ON1068	David	Please consider a discussion of Community Choice Energy (CCE). This change of the current path by Investor owned utility (APS) of slow-walking on the path to greening our grid requires legislative enabling by the Arizona State Legislature. By including such a discussion the public will better understand this option and thus push for the needed legislation. A study of CCE is available free from the National Renewable Energy Laboratory; again the public can call for this action.	Energy Chapter	10-	This is outside the scope of the Regional Plan
ON1127	Val	Tree planting in areas without them would help as well.	"Energy-efficient building practices and demand management will be needed to ensure that City buildings are well-insulated and require less heating and cooling."	10-2	This is true, but the focus of this paragraph is retrofits and efficient building practices. Fostering these is an important project for the City and County. Urban forestry practices and trade-offs are addressed in Chapter 11.
ON588	Ben Ruddell	Higher energy efficiency standards for new construction cost developers money but yield huge and cost effective long term benefits to residents' energy bills and the environment. Raising these standards further in the Flagstaff area is a good idea. And, once structures go up, you can't easily go back and retrofit them for efficiency. It needs to be in the building codes.	The Cost of Energy Efficiency call out box	10-2	This idea is reflected in multiple policies and Ch.10 action items.
ON698	Valerie Piet	Can we define demand side management and demand response?	"... through efficiencies gained via demand response and energy efficiency." & Figure 10-2	10-3	Demand side management is defined in the caption of Figure 10-2. These terms are further defined in the cited reference.
ON1139	Val	However the Az. Corporate Commission is going to erase all desire to go solar with their constant design to charge solar users higher rates!	Clean Energy Production	10-3	There is an action item to support solar cooperatives that assist residents in obtaining solar for a lower price.

Comment ID	User name	Comment	Comment Location	Page	Response
ON589	Ben Ruddell	Flagstaff is going to use the power APS sells us at the prices they set, which is in turn a state-level Corporation Commission issue. It is a waste of time and money for Flagstaff to try to produce its own energy. We don't have enough money to do this in a small and poorly funded city. Focus elsewhere- like on improving energy efficiency and transportation options, both of which are under local control.	Clean Energy Production	10-3	The plan does have policies that support energy efficiency and transportation, but includes directives to support renewable energy production as well. This plan not only to the City, but also to the County, where there are more renewable production possibilities, and the plan recognizes that opportunities could arise in future decades.
ON893	Dee Hoagland	Community Choice Energy (CCE) would allow the region to choose where their power comes from. Rather than transmitting power generated in Northern Az from Babbitt Ranch and Chevelon Butte to Phoenix, the region could choose to rely on locally generated clean energy. There is a cost savings associated as well as reduction of carbon emissions.	Clean Energy Production	10-3	This is outside the scope of the Regional Plan.
ON1177	Laura Huenneke	I agree that the price at which APS sells (back to) us renewable energy produced locally is a Corporation Commission matter. But this is a long-term plan and I think it is reasonable to consider the possibility that state policies and regulation might change. (New Mexico, for example, has far more flexible community choice possibilities and is moving rapidly on everything from utility-scale renewables to community scale microgrids to enhance resilience.) In City and County facilities there might very well be economic benefits to increasing local generation of power.	Clean Energy Production, reply to ON589	10-3	Goal E and Policy E.1 reflect this.
ON1130	Val	AMEN!! and can the city help fight the Az. Corporate Commission and their constant desire to put higher rates on building owners with solar! HELP!!	Clean Energy Production, reply to ON893	10-3	There is an action item to support solar cooperatives that assist residents in obtaining solar for a lower price.
ON1248	Erica Rackley	Oh, APS. Demand side management is NOT a source of energy. It can be a source of energy efficiency. Please consider either revising this figure or making this point very obvious.	Figure 10-2	10-3	This data is presented in the way APS presents it in their publications.
ON979	David	It would be helpful to cite the current electricity giga-watt-hours, to put this 24,000 figure into perspective.	"... the APS Integrated Resource Plan forecasts that electrical demand... will increase by nearly 24,000 Giga watt hours statewide by 2040."	10-4	The reference is cited for those interested in getting into the numbers, but the point is simply that electrical demand is projected to increase.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1151	Val	What does this mean? Political will? The incoming administration does not believe in climate change, we are in a very up hill battle to get anything done on climate policy . Having the city engage in advocacy for transmission lines, uses of clean energy, etc. would help, A LOT!!	"Provide a critical platform for the US to compete and innovate in the global energy economy."	10-4	This phrase refers to a principle of grid modernization, not a description of existing conditions. Advocacy is mentioned in the action items, but is generally outside the scope of this plan.
ON1216	Erin Mahan	Agreed - engagement is the cornerstone of intelligent design. Take for example the 12/19 California Public Utilities Commission decision to require its biggest IOUs to hand over electrical communications standards stewardship to industry-led working groups. Flagstaff needs to hold APS accountable to industry standards, or choose an option like Community Choice Energy (CCE). Local governments would have the authority to source and purchase electricity that their residents and businesses choose, while still relying on existing utilities for distribution of power and infrastructure maintenance.	"Provide a critical platform for the US to compete and innovate in the global energy economy." Reply to ON1151	10-4	This is outside the scope of the Regional Plan.
ON1145	Val	solar is mentioned a great deal. How about geothermal, are we an area that has potential for this energy source. Nuclear is also mentioned. Nuclear energy production is improving and should be investigated for future use.	Clean Energy Production	10-4	There are no policies in the plan that eliminate geothermal and nuclear as potential new energy sources. Nuclear is noted in Figure 10-2.
ON590	Ben Ruddell	Don’t plan to allow data centers in Flagstaff’s planning and zoning. These are modern strip-mines that soak up land, energy, and water without much benefit to the community (they are racks of computers; few jobs are provided). Not to worry… our poor internet connectivity and high water prices will keep them away. The plan should discourage them.	Data Centers and Chip Manufacturing	10-4	Merely restricting them on land within City and County jurisdiction may not be sufficient to prevent a data center form being established where it could impact our Region's water and electricity. There is not policy that states they should be supported if a proposal is brought forward.
ON1141	Val	Added to the above comment, these data and chip centers should pay higher prices for their own energy, not Flagstaff rate payers!	Data Centers and Chip Manufacturing, reply to ON590	10-4	This would be determined by APS.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1173	Val	Thank you for addressing this!	"As the City transitions to more energy-efficient and electric homes, prioritizing the homes of low-income residents, who suffer the most from inefficient buildings and high energy prices, is critical."	10-5	No change.
ON1182	Laura Huenneke	I was looking for mention of charging infrastructure, etc. in the transportation chapter. Perhaps insert in that chapter a cross-reference to this section.	Electric Vehicle Charging Infrastructure	10-5	Added cross-reference on page 6-11.
ON1204	Erin Mahan	Has APS begun working with vehicle-to-grid charging infrastructure yet? It would be interesting to talk not only about the infrastructure investment, but the plan for enhancements that support decarbonization.	Electric Vehicle Charging Infrastructure	10-5	Not to our knowledge and outside the scope of the plan.
ON1205	Erin Mahan	There should be more data here about the impact of home building/new homes on the household energy use.	Household Energy Costs and an Equitable Energy Transition	10-5	New homes are generally more energy efficient than existing homes because they have to meet the newest adopted Energy Code. That is why retrofitting is emphasized in the chapter. No information added.
ON894	Sat Best	If there isn't one already, a formal program should be created to help buyers qualify for the higher cost of green homes based on the reduced cost of utilities over the lifetime of the home.	Household Energy Costs and an Equitable Energy Transition	10-5	This is outside the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1206	Erin Mahan	There could also be more discussion about protecting residents from energy costs related to data centers. Look at the recent cost explosion from Portland General Electric - 10% year over year, no more reductions for seniors - how is Flagstaff planning to protect families from data center-related energy expenses?	Household Energy Costs and an Equitable Energy Transition, reply to ON1206	10-5	Merely restricting them on land within City and County jurisdiction may not be sufficient to prevent a data center form being established in the Region. There is not policy that states they should be supported if a proposal is brought forward.
ON1184	Laura Huenneke	Given that EV batteries can serve as emergency power resources if appropriate charging infrastructure is available - consider building such infrastructure into key city and county facilities as part of emergency preparedness.	"Plan for EV charging at strategic locations for vehicles to support the tourism industry."	10-6	This guideline was not carried forward when the Implementation Guideline category was dissolved. Battery storage is mentioned in Policy E.1 and multiple action items.
ON1207	Erin Mahan	Vehicle-to-grid energy conversion technology is also an essential discussion	"Plan for EV charging at strategic locations for vehicles to support the tourism industry." Reply to ON1184	10-6	This guideline was not carried forward when the Implementation Guideline category was dissolved. EV charging and battery storage are mentioned in Policy E.1 and multiple action items.
ON1250	Erica Rackley	Let's make this "construction methods" component highest priority. If the City intends to make the density increases proposed in this plan, there will be thousands of opportunities (one per new housing building built) to reduce emissions per person in Flagstaff, depending on the methods and materials used to build those new buildings.	"Promote cost-effective, energy-efficient technologies, construction methods, and design in all new and retrofit buildings for residential, commercial, and industrial properties."	10-6	This guideline was not carried forward when the Implementation Guideline category was dissolved.
ON1252	Erica Rackley	...and keep the power those projects generate local.	"Promote opportunities for new, utility-scale renewable energy projects in the Region and coordinate them across jurisdictional boundaries."	10-6	This guideline was not carried forward when the Implementation Guideline category was dissolved.

Comment ID	User name	Comment	Comment Location	Page	Response
ON718	Phil G	Overall until the technology exists on a very large scale to produce fuels like gasoline, diesel and aviation jet fuel from renewable resources, it will not be feasible to legally require any sort of EV transportation and net zero energy buildings. This technology I believe will be economically feasible but only in the more distant future. For the present it is best to only change building codes for instance if the results are economically feasible as a condition for their applicability. This is because society cannot and should not persist without medicines and plastics, both of which rely very heavily on petrochemicals. So as stated above, until petrochemicals can be obtained without any fossil crude oil or coal, the whole project becomes way too problematic and economically prohibitive. Another issue mentioned by others is the reliability of the electrical grid. How to prevent serious outages, brown outs and black outs without alternative sources of energy from natural gas say or nuclear has to be addressed. We should not need to have back up gas powered generators to supply electricity to houses and commercial buildings in the event of a serious long running power outage. Please see white paper I submitted to Ms. Dechter and Ms. Shaw on the energy situation in the country and as affects our area.	"Support the electric utility in grid modernization efforts."	10-6	The plan supports but does not require EV transportation or net zero energy buildings. An action item was added to Ch. 10 on planning for increased electricity demand and more information was added to the chapter about natural gas usage, acknowledging that fuel switching is not always feasible.
ON898	Sat Best	Without a wood burning stove or fireplace that doesn't need a fan to operate, any heating/cooling system is currently vulnerable to power outages. Gas furnaces need electricity to run. Most new energy installations are renewable because it's now the cheapest form of energy, and large new battery arrays are improving reliability. As long as the large electric utilities do their planning well the transition to renewables should go smoothly, and history shows they do their planning quite well.	"Support the electric utility in grid modernization efforts." Reply to ON898	10-6	An action item was added to Ch. 10 on planning for increased electricity demand.
ON230	Shelly Gordon	Add to Goal E: Study the viability and potential benefits of implementing a Community Choice Energy (CCE) program, while a statewide effort is underway to achieve CCE enabling legislation. CCE allows local governments to procure power on behalf of residents, businesses, and municipal accounts from alternative suppliers while still receiving transmission and distribution services from the utility services provider. A study of CCE developed through the National Renewable Energy Lab's Clean Energy to Community Expert Match (C2C) which offers a structured program and resources to local governments aiming to transition to clean energy, at no cost to participants. Through technical expertise from NREL, C2C could facilitate the City of Flagstaff's exploration, understanding and implementation of CCE delivered as a final report.	Goal E	10-6	This is outside the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1211	Erin Mahan	Flagstaff should be more bold and write: "to advocate for City and County decarbonization by 2030 goals,..." - like a previous comment, the City should not accept APS' longer-term goal of 2050. The 2050 goal does not align with what's necessary to protect Flagstaff's ecosystem.	"Engage in utility planning efforts such as the APS Integrated Resource Planning process to advocate for adequate energy efficiency programs and to increase clean and renewable energy sources."	10-7	"Promote decarbonization" was added to this action item.
ON1178	Val	Great work here, Thank you!!	Energy Action Items	10-7	No change.
ON1212	Erin Mahan	To echo at least six previous comments, the NREL Study should be listed here: National Renewable Energy Lab (NREL) Study of the CCE via its Clean Energy to Community Expert Match (C2C) program, which offers a structured program and resources to local governments aiming to transition to clean energy, at no cost to localities. https://www.energy.gov/eere/clean-energy-communities-program	Energy Chapter Endnotes	10-8	This is outside the scope of the Regional Plan.
CM27	Bicycle Advisory Committee	The BAC suggested adding language about Vision Zero and traffic injuries and fatalities to this section.	IPS Chapter	11-	This is covered in Chapter 6: Transportation.
L13	Mike Klinke	"As we plan for increased housing density and population growth, it is critical to evaluate and ensure adequate resources for our first responders: Police and Firefighters: An increase in population density will likely bring new challenges for public safety. From higher call volumes to the need for specialized training and equipment, our police and fire departments must be equipped to meet these demands without compromising their ability to serve the community effectively. Infrastructure Upgrades: Enhanced fire stations, improved access routes, and sufficient staffing should be built into the budget to match anticipated growth. Planning ahead will allow Flagstaff to avoid reactive measures that could prove more costly and less effective."	IPS Chapter	11-	These resources are mentioned in Ch.11, see page 11-1, 11-11, and action items on 11-19.
ON265	Bruce Edward Fox	in the Region--or elsewhere?	"Every Indigenous Nation knows this place as sacred and life-giving."	1-1	This sentence was deleted.

Comment ID	User name	Comment	Comment Location	Page	Response
ON456	Sara Sprague	Include "agricultural"	"The area is rich with cultural diversity, natural beauty, and history and offers outstanding economic, educational, recreational, and scientific opportunities"	1-1	No change, "agricultural" is covered by "economic."
ON7	Aubree Flores	Hi, I believe the "p" in MetroPlan should be capitalized.	"The Region is geographically defined by the boundary of Metroplan and unites various..."	1-1	Edit made.
ON1116	Erica Rackley	"The Region is geographically defined by the boundary of Metroplan..." What is the boundary of Metroplan? And what is Metroplan? Can we see a map? Maybe there is already a map that I haven't seen yet.	Introduction section	1-1	This sentence was moved closer to the map and was rewritten for clarity.
ON1120	Erica Rackley	Since you answer my questions in the next section, maybe remove "is geographically defined by the boundary of Metroplan" from this sentence to avoid confusion.	Introduction section, reply to ON1120	1-1	This sentence was moved closer to the map and was rewritten for clarity.
ON493	David	Does the County have a land acknowledgement?	Land acknowledgement	1-1	The County does not have a land acknowledgment at this time.
CM154	Sustainability Commission	Please clarify: The Vision for the Flagstaff Region on page 1-1 is vague. How does this vision relate to the priorities? Are the priorities intended to help achieve the vision? If yes, then explain the connection. It is not clear how the vision and priorities connect.	Vision Statement	1-1	The Regional Plan Committee discussed revising the vision statement and voted to keep as is.

Comment ID	User name	Comment	Comment Location	Page	Response
ON2	Yiqun Lin	economy, I would like to add two more words of "equitable" and "sustainable" in front of "vibrant". As the draft plan stated on page 15, the primary challenge of Coconino county's economy is the continued rising of income inequality since 2010, where "the City and County have poverty rates of 18.9 percent and 16.9 percent, respectively. Both rates are notably higher than the state and national poverty rates of 13.1 percent and 12.5 percent, respectively." Therefore, adding "equitable" would provide us with a clear vision and actionable target to reduce the gap of "income inequality" for the well-being of all our residents over the next 20 years. In addition, "sustainability" is one of the four pillars of "The City of Flagstaff Economic Development Strategy" plan. Its vision reads: "The City of Flagstaff has a diverse and resilient economy with a united community that promotes sustainable growth, innovation, and opportunity." I believe including "sustainability" in the Regional Plan 2045 vision statement is imperative as our natural resources will not be able to sustain unlimited growth. For the above two reasons, I would like the second phrase to read: "Through these efforts, we aim to foster a resilient community and to develop an equitable, sustainable, and vibrant economy where all residents have the opportunity to thrive." Thank you! Yiqun	Vision statement	1-1	The Regional Plan Committee discussed revising the vision statement and voted to keep as is.
ON455	Sara Sprague	Need for stronger language.	Vision statement	1-1	The Regional Plan Committee discussed revising the vision statement and voted to keep as is.
ON494	David	Where is the vision? What are the goals?	Vision statement	1-1	The goals are in Ch. 3. The Regional Plan Committee discussed revising the vision statement and voted to keep as is.

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ON670	Sat Best	"preserving our unique character" is a huge challenge given our current zoning laws. Most Flagstaff residents are not aware that almost all commercial property in Flagstaff is CURRENTLY ZONED for 60' height with almost no setback from the sidewalk. There was a great uproar when the Hub (now the Jack) went up on South Milton some years ago, but a building like that can go up on the site of any parking lot or small existing structure anywhere in town without a zone change. The latest example is at the NW corner of Butler and Beaver, a 60' building on the sidewalk with almost no landscaping on the Butler frontage. If this is the future, we will become Brooklyn. We can't change current zoning without compensating owners, so this is a problem we need to face directly with all the focus and creatively we can muster. I think making deals with developers to greatly increase native landscaping could be one answer, and I'll be bringing that up in later sections.	Vision statement	1-1	"Best Practices for Creating a Sense of Place" were added in Ch.3 and a historic preservation action item was added in Ch.7 to strengthen the plan's position on "preserving character."
ON684	Nicole Walker	Flagstaff already serves as a climate refuge for those from the valley who can afford it. We must adequately tax second homes to prepare for the rise in population that will occur as Phoenix sees more days over 100 degrees.	"...as such; the pace and pattern of migration will be a key factor in the Region's growth."	1-10	Tax rates are outside the scope of the Regional Plan.
ON25	Sara Sprague	How are we welcoming and preparing for environmental refugees? How will our infrastructure be built with these considerations in mind?	"As climate change impacts become more severe and residents in the metropolitan Phoenix area experience increase periods of extreme heat..."	1-10	Ch.11 discusses necessary infrastructure upgrades.
ON757	Val Bryant	Therefore it is extremely important for the Climate Plan to be a foremost feature in every part of the plan!	"As climate change impacts become more severe and residents in the metropolitan Phoenix area experience increase periods of extreme heat..."	1-10	A call-out box was added on the Carbon Neutrality Plan and Climate Action was reorganized as a core priority with its associated goals and policies.
ON448	Alexander Shenkin	These two points need to be highlighted in the plan, and here would be a good place to do it: The City of Flagstaff's goal is to be carbon neutral by 2030 Any new development proposals need to help the City of Flagstaff reach that goal	"Climate change further complicates the Region's future"	1-10	A call-out box was added on the Carbon Neutrality Plan and a footnote was added to the Climate Action Goal for the City to link those two together.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1196	Nat	Climate change may further increase external investments in Flagstaff housing aimed at part time use for summer heat escape. Flagstaff and the region need to plan to address the current and growing connection between high housing vacancy rates, more housing being built, and little effect on elevated housing prices.	"Climate change futter complicates the Region's future."	1-10	Our scenario planning modeling indicated that building a larger share of missing middle and multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1. Also see revised section on p. 5-3 for rental vacancy data.
ON285	Michele James	The uncertainty of climate change impacts in the Region is what makes the future uncertain.	"Climate change further complicates the Region's future."	1-10	This section was rewritten.
ON287	Michele James	Provide details to show the threats of climate change locally to air quality, water quality, and ecosystem health. Again, this should be framed to illustrate the Region's vulnerabilities.	"Climate change further complicates the Region's future."	1-10	A Climate Emergency call out box was added.
ON268	Bruce Edward Fox	this concern has been raised for many years. I suggest changing "can" to "Based on recent history, continued growth will lead to...."	"Continued growth can lead to questions and concerns about potential impacts to the Region's unique character and values..."	1-10	This section was rewritten.
ON665	Peggy Chaikin	I looked over the pages offered through this link and the dates of the resource materials. The dates are not current enough to reflect the growing vulnerability of the Flagstaff population. Studies are at least 10years old. Much has happened: especially rising temperatures and drought, causing tree dye-off and lack of moisture in the urban/wildfire interface. Please offer an updated study as it will show greater threats.	"Flagstaff's Vulnerability to Climate Change Assessment suggests that the Region will see more days of poor air quality..."	1-10	Staff is not aware of an updated study. This section was rewritten and no longer links to this assessment.
ON897	Heather	This is why the regional plan must include the City of Flagstaff's goal of reaching carbon neutrality by 2030	"Flagstaff's Vulnerability to Climate Change Assessment suggests that the Region will see more days of poor air quality..."	1-10	See additional explanation of what the plan is not on page 2-1 and the footnote to Goal CA.1a.

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ON284	Michele James	There needs to be more included in the RP about the vulnerabilities outlined in this referenced Assessment. Strongly suggest the inclusion of a section that outlines these vulnerabilities and addresses trade-offs and compromises required by the Regional communities (as discussed in the Scenario section, but using less planning language). This is part of the justification for why the RP emphasizes density and infill. Without a clear explanation in the first chapter, community members are not going to understand why the RP proposes this.	"Flagstaff's Vulnerability to Climate Change Assessment suggests..."	1-10	A Climate Emergency call out box was added.
ON1092	david r	Why the blind focus on growth instead of quality of life? As a long term resident of Flagstaff, I believe that the quality of life for residents has been declining for more than a decade as the City blindly chases growth. One cannot assume that building more housing will reduce the cost of housing and will therefore address affordable housing. The City needs to address two of the issues that are driving up prices: second homes and short term rentals.	"Incremental increases in density can also support a greater diversity of housing, making it more affordable to live in Flagstaff"	1-10	Our scenario planning modeling indicated that building a larger share of multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1.
ON470	Sara Sprague	How will this be regulated if there are no current regulations on rent increases or second-home owners?	"Incremental increases in density can also support a greater diversity of housing, making it more affordable to live in Flagstaff"	1-10	Our scenario planning modeling indicated that building a larger share of multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1. The State laws that limit the ability of the City to adopt inclusionary zoning or manage second homes are outside the scope of the plan.
ON267	Bruce Edward Fox	Would be valuable to clarify differences between "infill growth" and "Incremental increases in density"	"Incremental increases in density can also support a greater diversity of housing..."	1-10	This section was rewritten.

Comment ID	User name	Comment	Comment Location	Page	Response
ON288	Michele James	The last part of this sentence is too optimistic. I suggest just indicating that solutions to address climate change impacts may change over the life of the RP. We cannon count on technology to solve all the impacts.	"It recognizes the need for flexibility as the availability of resources and technical solutions to climate change may change and will hopefully improve over time"	1-10	This section was rewritten.
ON472	Sara Sprague	Not too much time for hoping, yet we need action, especially climate action now.	"It recognizes the need for flexibility as the availability of resources and technical solutions to climate change may change and will hopefully improve over time."	1-10	This section was rewritten.
ON473	Sara Sprague	Too vague	"It recognizes the need for flexibility as the availability of resources and technical solutions to climate change may change and will hopefully improve over time."	1-10	This section was rewritten.
ON666	Peggy Chaikin	Perhaps a better term than solutions would be adaptations to reduce the city's contribution to the heat inducing carbon. Flagstaff is a leader in generating a plan for carbon reduction. Flagstaff has done more than hope for "solutions", it has set out goals that do not rely on technical fixes., but rather the collective will to implement its plan.	"It recognizes the need for flexibility as the availability of resources and technical solutions to climate change may change and will hopefully improve over time."	1-10	This section was rewritten.

Comment ID	User name	Comment	Comment Location	Page	Response
ON475	Sara Sprague	This makes me wonder how serious all of this in regards to unprecedent climate change and how Flagstaff will be directly impacted, and already is...	"It recognizes the need for flexibility as the availability of resources and technical solutions to climate change may change and will hopefully improve over time." - Reply to ON472	1-10	A Climate Emergency call out box was added with more specifics on climate impacts.
ON1193	Nat	Is not new housing keeping up with Flagstaff's actual permanent population growth but not keeping up with external investors, second homes, vacation rentals, and other vacant homes not for sale? There should be references to actual Flagstaff data that support or not support this statement.	"Population growth could also exacerbate the current state of unaffordable housing if housing supply does not increase proportionately to growth."	1-10	Our scenario planning modeling indicated that building a larger share of multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1. Data that shows "keeping up" does not take into account a shortage that has built up over 30 years as described in the 10 year housing plan.
ON289	Michele James	The Regional Plan's goals need to be much larger and focus on healthy community and ecosystem.	"The Regional Plan's goals and policies aim to address the climate crisis by identifying positive structural changes to ..."	1-10	The priorities were revised and ranked, with Climate Action as a core priority and Natural and Cultural Resources as a complementary priority. The goals and policies were reorganized under the priorities to emphasize their connection to the priorities.
ON716	Laura Huenneke	Improving resilience = adaptation, and this term should be used. Nothing in this paragraph speaks to climate change mitigation, though, which is the other crucial way of addressing the climate change crisis. Given that Flagstaff does have a Carbon Neutrality Plan, and given that in most crises the most urgent step is to take action to keep things from getting worse, this paragraph ought to have a sentence about Flagstaff also valuing (and having made a commitment to) the mitigation of climate change by planning to reduce greenhouse gas emissions.	"The Regional Plan's goals and policies aim to address the climate crisis by identifying positive structural changes to ..."	1-10	This section was rewritten and a call-out box was added on the Climate Emergency and Carbon Neutrality Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON721	Emily	I wish this sentence also said something about mitigation of climate change.	"The Regional Plan's goals and policies aim to address the climate crisis by identifying positive structural changes to ..."	1-10	This section was rewritten
ON365	Sat Best	insert "ecosystem conservation"	"The Regional Plan's goals and policies aim to address the climate crisis by identifying positive structural changes to the built environment..."	1-10	This section was rewritten.
ON474	Sara Sprague	What does this mean?	"The Regional Plan's goals and policies aim to address the climate crisis by identifying positive structural changes to the built environment..."	1-10	This section was rewritten.
L152	Equity Climate Advisory Group	Shift of language: “The Regional Plan’s goals and policies aim to address the climate crisis by identifying positive structural changes to the built environment, transportation systems, and social infrastructure.” Following this under the title “The Focus on the Regional Plan” 3 of the 5 bullets (and expanded explanation of bullets) address climate while it seems the other goals are lacking focus. Bring more focus to the social issues that need improvements.	"The Regional Plan's goals and policies aim to address the climate crisis..."	1-10	This section and the priorities were rewritten. "A healthy economy" is a newly added priority.
ON902	Beck Thomas	Taken incorrectly from 10-year housing plan. Verbiage to match would be "The Phoenix area—one of the country's fastest-growing and largest metro areas..." which is an accurate statement as opposed to what was transcribed to this regional plan.	"The Region's proximity to Phoenix, the nation's largest and fastest-growing metropolitan area from 2010 to 2020..."	1-10	This section was rewritten.
ON269	Bruce Edward Fox	help address.....	"Thoughtful planning guided by the goals and policies of this Regional Plan can address the potential consequences of ongoing growth..."	1-10	This section was rewritten.

Comment ID	User name	Comment	Comment Location	Page	Response
ON32	Tyler	"can capitalize on the opportunities growth provides while addressing the potential consequences"	"Thoughtful planning guided by the goals and policies of this Regional Plan can address the potential consequences of ongoing growth..."	1-10	This section was rewritten.
ON286	Michele James	Start with this at beginning and remove the emphasis on growth. The #1 top goal of the RP should be planning for healthy community as stated in the blue highlighted text! After an explanation of why this is the top goal of the RP, outline the challenges (bullet points) to achieve this goal.	"Underlying the Regional Plan is the basic principle that a healthy natural environment is necessary for a healthy and prosperous human community and economy."	1-10	This section was rewritten and a Climate Emergency call out box now precedes the Growth section.
ON783	Celia Barotz	I feel like this language is awkward. Doesn't a human community include the economy? Is this the vision? If so, perhaps consider saying something like the vision for the Flagstaff region is one that includes a healthy and prosperous human community and a healthy natural environment. (Prosperous captures the economic angle.) There are definitely other ways to say this.	"Underlying the Regional Plan is the basic principle that a healthy natural environment is necessary for a healthy and prosperous human community and economy."	1-10	This section was rewritten.
ON18	Marie Jones	Not a complete sentence—insert “climate change” or ‘it” before “will increase”	"When combined with other negative impacts, will increase stress..."	1-10	This section was rewritten.

Comment ID	User name	Comment	Comment Location	Page	Response
ON471	Sara Sprague	How will the community voice be uplifted in the of urbanization? What do each of our communities really want when it comes to housing options?	..."it provides direction to avoid or reduce the negative impacts and optimize the positive affects to the benefit of everyone."	1-10	The plan's focus on housing reflects what staff has heard from numerous community engagement initiatives, summarized in the new Public Participation Summary in the Appendix. The Ch. 5 section on neighborhood planning describes one pathway by which community voices can shape how a neighborhood develops over time.
L178	Equity Climate Advisory Group	“The Regional Plan’s goals and policies aim to address the climate crisis by identifying positive structural changes to the built environment, transportation systems, and social infrastructure..” This all seems vague, what does “build environment” mean? What is a positive structure change? Why is food security not included in this concern? The language following this uses words like “hopefully” and “may change.” I argue that even with the concerns, we need direct action and strategies, not solely hope.	“The Regional Plan’s goals and policies aim to address the climate crisis by identifying positive structural changes to the built environment, transportation systems, and social infrastructure..”	1-10	This section was rewritten. "Built environment" is in the glossary. A new priority was added--"a healthy economy," which covers food security.
ON27	Osman Werner	Overall, the committee did a fantastic job drafting the regional plan. However, I have a couple of questions regarding Flagstaff's future goals. How much of the spike in poverty rates in the city and county is due to ramifications from Covid, rather than the community's current state? Have poverty rates started to decrease as the region returns to 'normal?' Or, is there a larger problem (i.e., housing attainability) that needs to be addressed? Additionally, how will food insecurity be resolved? How strong or weak are the region's numbers compared to the rest of the state and nation? Finally, how will these plans target equity and sustainability?	Chapter 1	1-10	The data for median income and unemployment came from the ACS 5-year data sets so any covid-related rebounds would not yet be showing in that data. Housing data does indicate that housing attainability is a larger problem, and the City's Ten-Year Housing Plan is a good source for a deeper dive. The plan discusses food insecurity in Ch.5 and the City is developing a Food Action Plan separate from the Regional Plan. Climate action was made a core priority of the plan and equity was added to the housing priority.

Comment ID	User name	Comment	Comment Location	Page	Response
CM40	Commission on Inclusion & Adaptive Living	within “the Focus of the Plan” the CIAL would recommend the plan to state ”...the regional plan reflects the desire to support inclusivity, accessibility, and sustainability...”. This addition of the word “accessibility” at the start of the plan is an important change in the plan’s focus, a change that informs of the needs of the disability community right at the start of the plan.	Plan priorities	1-10	While accessibility is important, these words were chosen based on community feedback gathered at engagement events.
IP140	NULL	Prioritize social and environmental justice in land use planning to center historically marginalized populations in decision-making	Plan Priorities	1-10	This section was substantially revised. Equity was added to the housing priority. These ideas also come up in policies on Natural and Cultural Resources (3-13), the neighborhood planning section (5-12), and Ch.7 action items (7-12).
IP141	NULL	I agree w/this... Some sort of mention of variety of housing types for a variety of peoples + backgrounds	Plan Priorities	1-10	This section was substantially revised and includes more discussion of housing variety, with addition information in Ch.4.
IP142	NULL	Prioritize disabled access to public areas (level crosswalks, increased sidewalk infrastructure)	Plan Priorities	1-10	This is captured in the revised TS goal and policies and the Ch.6 action items.
IP143	NULL	Supporting denser housing is not a way to lower cost in Flagstaff's unique position as a place to live but no jobs. It is an investment opportunity from the outside. Maybe in PHX where there are jobs more housing will reduce prices. Flagstaff as long it is beautiful, clean air, dark skies, and views + forest. It will be an investment opportunity .... of the housing cost. Just a thought	Plan Priorities	1-10	Our scenario planning modeling indicated that building a larger share of multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1.
IP44	NULL	Is this about gentrification	Plan Priorities	1-10	Yes, displacement is a result of gentrification.
IP45	NULL	Note: Not in priority order	Plan Priorities	1-10	The priorities were sorted into Core Priorities and Complementary Priorities and more information on priority rank was added to Ch.1 and Ch.3.

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IP46	NULL	Define "Climate Pollution" - Is it green house gases?	Plan Priorities	1-10	The priorities were revised and this phrase is no longer used in the plan.
IP47	NULL	Can just say wildfire	Plan Priorities	1-10	This section was substantially revised.
ON1198	Nat	Does 'more housing attainability' mean affordable or does it mean more choices or just more housing units? In all cases if they are external investment homes and often vacant and not available to locals why should it reduce housing costs.	Plan priorities	1-10	This priority was revised as "Housing attainability and equity."
ON1208	Nat	'Collective Community Input', as you know, is not driven by the general population but by the interested and not always informed public. Although not for a lack of Staff effort, I would hesitate to use the term 'the Regions highest priorities' and more 'an indication of areas of importance'.	Plan priorities	1-10	This is already acknowledged with the caveat: "The participants in this process identified the Region's highest priorities as..."
ON476	Sara Sprague	Why is hunger, food insecurity, and community food insecurity not a priority?	Plan priorities	1-10	"A health economy" is a new priority added with the intent of covering food insecurity and expansion of agriculture. A Food Action Plan is being developed separate form the Regional Plan.
ON672	Sat Best	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.	Plan priorities	1-10	Our scenario planning modeling indicated that building a larger share of multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1.
ON784	Celia Barotz	After reading this sentence several times, I've come to the conclusion that it doesn't really make sense. I think that creating more housing could actually lead to displacement. If the message is that the community wants to build more attainable housing, then perhaps you could say, "Build more attainable housing throughout the Region to address the housing shortage."	Plan priorities	1-10	The priority language was simplified - the housing priority became "Housing attainability and equity."

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ON791	Celia Barotz	As a stylistic matter, I think it's better for the reader if you use numbers or letters in lists rather than symbols because it's hard to refer to something that is part of a long list other than to actually count down the list yourself and say that it is number 2 in the list. I'm not sure of the benefit of just using this symbol throughout the plan, especially in very long lists.	Plan priorities	1-10	These lists were replaced with a priorities graphic. Further discussion of the priorities was moved to Ch.3.
ON792	Celia Barotz	I recognize that they are in the glossary, but I suggest also including the housing definitions early in the plan since the words attainable and affordable are used frequently and are so central to the whole plan.	Plan priorities	1-10	In-text links have been added to housing terms, for easy access to the glossary definitions.
ON20	Celia Barotz	I suggest that the section entitled, The Focus of the Regional Plan,' be highlighted and/or separated because this is critical information so it should stand out. I don't think having it start at the bottom of a page makes sense. Maybe you can put it on its own page with graphics and font size that helps the reader understand how important the section is.	Plan Priorities section	1-10	This page was reformatted and a graphic was added to highlight the priorities.
ON21	Celia Barotz	I suggest saying, "Create more attainable housing..." instead of create more housing attainability.	Plan Priorities section - "Create more housing attainability..."	1-10	The priority language was simplified.
ON292	Michele James	Move the discussion of the Focus of the RP to the beginning of the chapter. This is what residents need to read and understand. Modify and expand the Focus to prioritize a healthy community.	The Focus of the Regional Plan	1-10	The section remains at the end, but the chapter was revised to better introduce these priorities, which are discussed again in Ch.3.
L156	Equity Climate Advisory Group	There is a suggestion that an increase of density in housing options and growth will only make it more affordable to live in our region. If not held accountable, or without explicit policies and actions, this could be contradictory, as there are no regulations on capping the cost of rent or housing in our state legislature. How will housing become more affordable? How will this plan be accountable to vested interest in competition with affordability? How will the city ensure that people have secure, safe, and affordable housing when competing with vested interests of private apartment complexes or second home-owners? What actions and accountability will be implemented?	The Region's Future Uncertainties and Opportunities	1-10	Our scenario planning modeling indicated that building a larger share of multifamily housing could lead to a 20% reduction in housing costs, factoring in short-term rentals and second homes. More information on the modeling was added to Ch.1. The City and County do not have control over how many affordable units are available in the Region, but can work with and incentivize developers.

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ON282	Michele James	Why discuss pop growth first? It is unclear what the future will bring, with population growth, drought, wildfire, etc. It would be good to include bullet points of all the Uncertainties.	The Region's Future Uncertainties and Opportunities	1-10	This section was rewritten and reorganized. The Climate and Housing Emergencies now precede the Growth section.
ON283	Michele James	Migrations of wealthy people is already occurring and is expected to continue. This needs to be stated in the RP.	The Region's Future Uncertainties and Opportunities	1-10	The growth section was rewritten to focus more on the population data and projections.
ON310	Michele James	Invert these uncertainties and make into bullet points. Start with the Goal of a healthy community and healthy ecosystem.	The Region's Future Uncertainties and Opportunities	1-10	This section was rewritten and now begins with the Climate Emergency call-out box.
ON1192	Val	Phew, long sentence. Can it be broken up?	"Infrastructure priorities include replacing aging infrastructure, extending the life of the Cinder Lake Landfill....."	11-1	Edit made.
ON272	Bruce Edward Fox	and reduced wildfire hazard	"...numerous benefits, such as food and water, scenic beauty, recreational opportunities..."	1-11	This section was rewritten.
ON271	Bruce Edward Fox	We already have an attainable housing supply--if you are wealthy. Key here, it seems, is provide a stock of housing that is affordable to folks with widely--and wildly--disparate incomes.	"An attainable housing supply will lower transportation costs and climate pollution"	1-11	Correct, attainable housing is defined as being intended for the general population, is nonsubsidized, and has no eligibility requirements to purchase or rent.
ON270	Bruce Edward Fox	in this context, how is this word defined?	"Expand the Region's preparedness and resilience to hazards..."	1-11	"Preparedness" and "resilience" are entries in the glossary. In-text links have been added.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1037	Nick Zachary	As decentralized food production becomes more important for every community, consider community agricultural spaces to enhance all the desired outcomes here: less transportation OF food and FOR food, more green spaces, higher quality of life.	"Natural resources support the Region's resilience to climate change and other risks"	1-11	This section was rewritten. Urban agriculture is discussed in Ch.5.
ON273	Bruce Edward Fox	between and among which entities?	"Success requires dedication, collaboration, and a focus on the sustainable, lasting solutions."	1-11	It depends on each goal and project. Chapters 5-11 and particularly the action items in these chapters offer more specifics on collaboration.
ON479	Sara Sprague	Need to include equity and inclusivity!	"Success requires dedication, collaboration, and a focus on the sustainable, lasting solutions."	1-11	Equity was added to the housing priority.
ON669	Peggy Chaikin	I would use the term "long range strategies"	"Success requires dedication, collaboration, and a focus on the sustainable, lasting solutions."	1-11	Edit made.
ON308	Michele James	It means changing how the Region grows, especially within the City.	Next Steps	1-11	No change, this point is made in Ch.3 and Ch.4.
CM117	Sustainability Commission	1. While the language of carbon neutrality seems strong, it would be strengthened with adding the date of 2030. I do not necessarily think that this date is a required achievement, but adding the date helps to 1) align with the Flagstaff Carbon Neutrality Plan, and 2) add a concrete timeline of ideal sustainable action. I would also like to see examples of benchmarks that mark progress. 2. I think net zero should be included on some level. Again, I do not see this as a requirement, but adding strong goals like this makes significant action seem more likely.	Plan priorities	1-11	See additional explanation of what the plan is not on page 2-1. See page 10-7 for actions items related to net zero buildings

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CM118	Sustainability Commission	Chapter 1 - The Focus of the Regional Plan, p1-10: strengthen (bold text) the third priority "Reduce community-generated climate pollution and protect air quality"	Plan priorities	1-11	Priorities were reworded, simplified, and sorted in to "core" and "complementary" priorities. Climate action became a core priority.
CM119	Sustainability Commission	suggestion 1: "Reduce community-generated climate pollution to net-zero and protect air quality"	Plan priorities	1-11	Priorities were reworded and simplified. Climate action is a core priority.
CM120	Sustainability Commission	suggestion 2: "Achieve carbon neutrality by 2030" (though if the regional planning committee nixed "2030" in the CA goals, I can't imagine they'll accept this language here)	Plan priorities	1-11	A call-out box was added in Ch.1 on the Carbon Neutrality Plan. See additional explanation of what the plan is not on page 2-1.
CM155	Sustainability Commission	Clearly identify and describe Plan Priorities. The Plan Priorities on pages 1-10 and 1-11 are the overarching guidelines for the Plan. However, they are buried in the introduction and their relationship to the vision, themes, goals and policies is unclear. As previously stated, we encourage moving the Priorities to Chapter 3 to articulate the relationship between the priorities, objectives, goals, and policies. We strongly recommend including a figure illustrating how the vision, themes, priorities, objectives, goals, and policies relate to and inform one another.	Plan Priorities	1-11	Ch.1 was revised to better introduce the priorities, a priorities graphic was added, and discussion of the priorities was moved to Ch.3. Goals and policies were reorganized under the priorities to better connect the two.
CM156	Sustainability Commission	Include additional important attributes of the Flagstaff community in the Priorities, such as economic vitality, public health, and quality of life, among others. We recommend adding an additional priority such as “Improve economic vibrancy, climate resilience, and community health.”	Plan Priorities	1-11	Added "a healthy economy" priority and updated resilience priority to "resilient public services and facilities."
CM157	Sustainability Commission	Clearly state the Plan's objectives and how they relate to or differ from the priorities.	Plan Priorities	1-11	The mention of objectives was removed.
L145	Equity Climate Advisory Group	“An attainable housing supply will lower transportation costs and climate pollution: By taking action to catch up on unmet housing demand, the Region can improve housing affordability, lower costs, and meet its climate action goals.” Assuming “attainable” is defined simplest by affordability, which claims that the supply-and-demand model will guarantee greater affordability, when the reality that within the lived experiences of the advisory committee suggests any affordable housing is immediately bought up by investors for Air BnB’s or outrageously priced rentals. Questions to consider are: Is there any existing or proposed policy to regulate investors outpricing local residents from living in their own town? Is there any acknowledgment to gentrification of neighborhoods?	Plan Priorities	1-11	Goals HA and NE and associated policies related to gentrification. Gentrification and displacement are discussed in Ch.4 and Ch.5. See also, Ch. 5 action items.

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L154	Equity Climate Advisory Group	“Reduce community-generated climate pollution and protect air quality.” Suggestion to propose policies that are directed at large corporations regarding carbon emissions (whether to incentivize or punish). Current social practice is to default majority blame on individuals as opposed to addressing corporate climate practices. Individuals/consumers are disproportionately blamed for realistic climate impact.	Plan Priorities	1-11	An action item was added in Ch.7 about reducing industrial carbon emissions. The Regional Plan has no impact on large corporations unless they are requesting a discretionary land use decision.
L179	Equity Climate Advisory Group	The priority areas seem to focus a lot on continuing the development of housing that is not centered on community needs in the lens of equity. The first bullet point demonstrates the connection between housing concerns, transportation, and climate pollution, while also tying in jobs. The Community Food Systems Assessment, and the Food Bank’s recent research unveils how the cost of food competes with the cost of living, when these two should not compete against one another. I believe it is imperative to include urban agriculture and conversations about food security, which can be connected more to access to healthy foods, economic development, and affordable housing. Both housing and food systems should have more overlap and correlation, especially in the eyes of a changing climate. Why not bolster our urban agriculture and food system in an equitable lens (along with transportation, housing, jobs) in the face of all these uncertainties? There should be more recognition for the people who are currently growing under these conditions and uplifted as an example about what is possible and provide an avenue for the many folks interested in engaging in this discourse and practice. Within the “next steps” section, equity and inclusion need to be included. I do not see any mention of either at all within this section.	Plan Priorities	1-11	Equity was added to the housing priority. Food insecurity did not emerge as a top priority from the community engagement feedback staff gathered. Ch.5 discusses how the cost of housing and food contribute to a high cost of living.
ON450	Alexander Shen kin	again, not just reduce, but achieve carbon neutrality by 2030.	Plan priorities	1-11	A call-out box was added in Ch.1 on the Carbon Neutrality Plan. See additional explanation of what the plan is not on page 2-1.
ON477	Sara Sprague	Why is the nexus of urban agriculture not mentioned here? There is a direct link between housing price, cost of food, transportation, and climate pollution.	Plan priorities	1-11	This is discussed in Ch. 5.
ON667	Peggy Chaikin	Why not just say, air quality, drought, fire and heat instead of "hazards"? these are easily understood, real threats the whole community can embrace and work on.	Plan Priorities	1-11	The priorities were rewritten and simplified.

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ON668	Peggy Chaikin	I'd use fire, drought, heat, air quality instead of Climate change in this sentence. The term Climate Change in this context masks the threats that all community members can work on and is redundant if the real threats are listed.	Plan Priorities	1-11	The priorities were rewritten and simplified.
ON682	Nicole Walker	Private equity companies and second-home buyers drive up the cost of housing. Homes without year-round residents should pay a tax to both offset new home building and to disincentivize short-term rentals. Short-term rentals also fracture and destabilize community.	Plan priorities	1-11	Taxation rates are outside the scope of the Regional Plan. Second homes are discussed in Ch.5 and there is an action item on lobbying for greater control of rentals.
ON683	Nicole Walker	Continuing to develop over open spaces leads to habitat loss, extreme water usage, and diminished quality of life. Environmental quality supersedes development needs.	Plan priorities	1-11	The priorities have been revised. "Housing attainability..." is a core priority and "Natural and cultural resources" is a complementary priority. The balance between them is captured in policies and guidelines. See DP.4, OS.2, and page 4-14.
ON723	Emily	I have a planning degree and understand mixed-use very well. From my research, I have come to favor mixed use that has a food service component to be most successful in reducing VMT. Having a bunch of businesses nearby that people don't regularly use doesn't really meet the potential of mixed use.	Plan priorities	1-11	The plan does not limit the types of mixed-use that are supported. "Food-related retail" was added as an example of Neighborhood Commercial on p. 4-28.
ON793	Celia Barotz	Please consider including some information about the benefits of density such as it provides a stronger social fabric, and it encourages neighborliness, conviviality, and can enhance the sense of safety and well being. It can also help alleviate the feeling of social isolation.	Plan priorities	1-11	New sections on Smart Growth (1-9) and Scenario Planning (1-11) speak to this.
ON993	Zenya Ledermann	Local food production and equitable access should be incorporated into these priorities.	Plan priorities	1-11	A new priority was added for "a healthy economy" which includes food insecurity and agriculture.
ON994	Zenya Ledermann	Green spaces should be incorporated into neighborhood planning for improved quality of life. This could be anything from gardens, trees, parks, or sanctuary areas	Plan priorities	1-11	See PROS policies in Ch.3 and guidelines in Ch.4 for centers, parks and open spaces, and neighborhoods.

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ON1214	Nat	Please reference Flagstaff specific data that supports objectives 1, 2, & 3. Someone must have researched it carefully to base our Regional Plan on these statements. What might be defensible objectives in Phoenix, is probably not for a small college town in an environmentally desirable place. What percentage of our housing units are vacant more than say half the time, what percentage of the detached houses built in the last five years are owned by Flagstaff residents, what are the most desirable living units for Flagstaff residents, what is the dollar goal which would make housing affordable for a Flagstaff resident, is there a relation between student housing an general cost of housing, are their specific ways housing costs can be addresses for teachers, service, and civil employees?	Plan priorities	1-11	This section was rewritten. The scenario planning modeling supports these statements and more information on the modeling was added to Ch.1. Housing data was also added to Ch.4 and Ch.5.
ON717	Laura Huenneke	Nice summary - these five points do a good job of explaining the links among these recommendations and their outcomes.	Plan priorities	1-11	This section was rewritten.
ON290	Michele James	This should read "climate change IMPACTS."	Plan priorities - "Expand the Region's preparedness and resilience to hazards and climate change"	1-11	Priorities have been rewritten and simplified.
ON758	Val Bryant	, sustainability,	Plan priorities - By taking action to catch up on unmet housing demand....	1-11	The priorities were revised to be simpler.
ON759	Val Bryant	add "sustainability"	Plan priorities - By taking action to catch up on unmet housing demand.....	1-11	The priorities were revised to be simpler.
ON786	Celia Barotz	I think this assumption is debatable. There well recognized housing experts who say that just building more housing will not address the need for 'affordable' or subsidized housing. I also wonder why the paragraph says 'improve housing affordability, lower costs..." Isn't saying lower costs the same as saying improve housing affordability?	Plan priorities - By taking action to catch up on unmet housing demand.....	1-11	This section was rewritten. The scenario planning modeling supports this statements and more information on the modeling was added to Ch.1.

Comment ID	User name	Comment	Comment Location	Page	Response
ON785	Celia Barotz	I suggest deleting this sentence. It doesn't really add much and feels a little repetitive.	Plan priorities - By working together, these priorities can help achieve the Regional Plan's goals if the Region is open to trying new solutions for old problems.	1-11	Edit made. This section was revised.
ON899	Heather	Working together with who?	Plan priorities - By working together, these priorities can help achieve the Regional Plan's goals if the Region is open to trying new solutions for old problems.	1-11	This section was revised.
ON787	Celia Barotz	I'm not sure this is true if at the same time Flagstaff increases density we see huge greenfield low density developments. Can you explain?	Plan priorities - Creating dense neighborhoods provides more housing using less land, reduces sprawl, and protects water quantity and quality.	1-11	This section was revised. See page 1-9 for a new section on smart growth. The plan cannot influence development that occurs under existing entitlements. The Suburban Neighborhood category and approach to density has been revised.
ON789	Celia Barotz	I think it would be helpful to explain somewhere in this section why this is an underlying assumption of the plan since more density doesn't ensure that the community will see more 'affordable' or subsidized housing. Also, maybe rather than saying density is essential... you could say that it is the hope that it will result in more housing that is attainable (but likely not 'affordable'.)	Plan priorities - Denser, mixed-use neighborhood with many housing types are essential to creating availability and reducing housing costs.	1-11	The scenario planning modeling supports this assumption and more information on the modeling was added to Ch.1.

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ON790	Celia Barotz	I suggest taking out 'work together' and instead say something like, "Here's how these priorities can help achieve the Regional Plan's objectives."	Plan priorities - Here's how these priorities can work together to meet the Regional Plan's objectives.	1-11	This section was revised.
ON673	Sat Best	This is in conflict with the fact that Council recently re-zoned all City parks and open space for multi-family residential.	Plan priorities - It also creates opportunities for health-providing amenities like parks and open space...	1-11	The City made "Employee Housing" a permitted use in the Public Facilities zone. Some parks and open space parcels are in this zone, while others are zoned POS. Many other parcels such as schools and city offices are zoned PF. Other types of residential development in the PF zone have to obtain a conditional use permit which is a public hearing process.
ON995	Zenya Ledermann	Is this only in regards to natural resource management? I would like to see more of an emphasis on how food fits into this section, outside of just mentioning the word.	Plan priorities - Natural resource management practices... numerous benefits, such as food and water...	1-11	This section was rewritten. Food systems are mentioned on p. 1-9 in the discussion of interrelated solutions to the housing and climate emergencies.
ON478	Sara Sprague	How is this defined and by who? Seems like this connotation serves housing interest over others... After attending city council meetings, it is becoming ever more clear that people do not want high-density housing.	Plan priorities - Projects and programs that improve the Region's "resilience" improve affordability and mitigate displacement	1-11	This section was rewritten.
ON996	Zenya Ledermann	There is no mention of affordability within this objective. If we are going to be talking about housing, affordability just be addressed. Furthermore, I see the need for food and agriculture as essential to community resilience and is not mentioned anywhere in these objectives, specifically #5.	Plan priorities - Projects and programs that improve the Region's resilience improve affordability and mitigate displacement	1-11	This section was rewritten.

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ON722	Emily	adding "for future generations" would make it more clear that protecting also means conserving natural resources.	Plan priorities - Protect the Region's significant natural and cultural resources	1-11	The priorities were revised to be simpler - "Natural and cultural resources."
ON788	Celia Barotz	I suggest deleting undertaking and replacing it with 'building.'	Plan priorities - Taking resilience measures, such as providing resilience hubs, thinning the forest, and undertaking flood control projects...	1-11	This section was revised.
ON674	Sat Best	This should be emphasized more. Forest thinning can control most of our flood control issues at a small fraction of the cost of flood mitigation.	Plan priorities - Taking resilience measures, such as providing resilience hubs, thinning the forest... can reduce the likelihood of widespread damage..."	1-11	This section was rewritten. Forest thinning is discussed in Ch.7 and Ch.11.
ON900	Heather	What does this mean?	Plan priorities - These types of neighborhoods... "increase active transportation"	1-11	This section was revised.
ON274	Bruce Edward Fox	resilience hub = ?	Plan priorities section	1-11	This section was rewritten. "Resilience hub" is defined in the glossary and in-text links have been added.
ON291	Michele James	Thinning of forests both within the Region and outside the Region in upstream portions of the watershed is needed.	Plan priorities section	1-11	Thinning is further discussed in Ch.7 and Ch.11.

Comment ID	User name	Comment	Comment Location	Page	Response
ON33	Celia Barotz	I suggest saying, "Increase the Region's preparedness..." instead of expand the Region's preparedness.	Plan Priorities section - "Expand the Region's preparedness..."	1-11	The priorities were rewritten and simplified.
ON1059	Krista Ames-Cook	The text in this infographic is not legible. I'm on a desktop and cannot read the information. Please improve the quality of the text so it can be read.	Figure 11-4	11-10	This graphic was replaced with a call-out box.
ON1200	Laura Huenneke	adequate WATER flow????	"Ensuring that adequate fire flow is available from hydrants is an important component of fire suppression."	11-11	"Fire flow" is the correct term and is in the glossary.
ON592	Ben Ruddell	These measures are a good start but are insufficient. How will the plan get the rest of the work on floodplain management, protection, wildfire mitigation accomplished?	"In total, the District has invested over $100 million to reduce the threat to lives, public infrastructure, and private property created by devastating flash flooding resulting from catastrophic wildfires"	11-12	The Regional Plan provides direction, but is not intended to be a strategic plan, budget, or set a work program. See page 2-1 for what the plan is not.
ON868	Paul Beier	The last sentence in this box is incorrect in using the term "essential." Yes the project will promote growth and flood resilience, but it is not “essential” for City growth and not “essential” for resilience to flooding. Over the last 30 years the City could have devised flood control projects that would have been just as effective at a fraction of the cost of the plan City Council adopted in 2019. I suggest changing this to “The Rio de Flag Flood Control Project will help promote growth in Downtown and Southside and will help make these areas resilient to post-wildfire flooding.”	Rio de Flag Flood Control Project call out box	11-15	No change. The RDF Project is "essential" for removing the FEMA floodplain in parts of Downtown and Southside, which impacts both patterns of growth, the ability of homeowners to invest in their property and resilience to flooding in the Southside.
L10	Kathy Flaccus	"I did post a suggestion about the Rio de Flag in the Resource Stewardship section, and I am not sure if I got it in the right place. I think how the City plans for the section of the Rio downstream from the I40 Wetlands will be extremely important in the FUTS, habitat protection, parks, open space, and as water conveyance for flooding. I just wasn't sure where to put all that in the plan - it seemed to fit in may places and I don't want to be redundant"	Rio de Flag Flood Control Project, referencing ON454	11-15	That is not part of the Rio de Flag Flood Control project, but is being addressed in the ongoing JW Powell Specific Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON593	Ben Ruddell	The region's tech economy won't take off until we have serious internet backbone service. Who is going to build it?	Broadband Internet	11-16	There are City and County plans to improve broadband and both work with franchise utilities on their plans.
ON231	Dana	What are concrete objective a measurable plan?	Chapter 2 / Appendix A (but placed on Map 11-4)	11-17	See Appendix A for annual reporting on implementation of the plan.
ON232	Dana	My understanding is that construction waste has significantly contributed to the acceleration of end of life for the landfill. What's the plan?	"In 2019, shifts in the global recycling and waste markets sent the US recycling industry in flux."	11-18	One of the Ch.11 action items speaks to waste reduction in construction. The specific strategies are best addressed in a strategic plan.
ON1217	Val	More and constant public information is ALWAYS necessary here. Sorry to say but educating the public is HARD!	"To extend the life of the landfill even further, efforts to improve waste prevention and diversion in the Region continue."	11-18	This objective is captured in one of the Ch.11 action items.
ON1218	Val	More and constant public education is always needed here. Sorry to say, but education the public is hard.	"To extend the life of the landfill even further, efforts to improve waste prevention and diversion in the Region continue."	11-18	This objective is captured in one of the Ch.11 action items.
ON1202	Laura Huenneke	This chapter has great discussions of risks and these are very good recommendations for appropriate implementation steps. My main suggestion is to include some cross-references to this chapter in some of the earlier chapters (for people like me who read through in order and begin thinking about these risks in earlier topic chapters).	IPS Implementation Guidelines	11-18	Cross-references were added throughout the document.
ON1268	Nancy Branham	We need to do a better job of recycling plastic using as an example of what Tucson has done with City of Tucson's Orange Bin or Hard to Recycle Plastics Program. Also research the ByFusion company that makes building blocks from hard to recycle plastics. Art Babbott has built home here in Flagstaff using this product.	Solid Waste	11-18	This is outside the scope of the Regional Plan. One of the Ch.11 action items speaks to expanding waste reduction strategies.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1219	Val	GREAT idea!!	"Contact Neighborhood Associations, Homeowners' Associations and neighborhood-based community organizations	11-19	This guideline was carried forward as a Ch.11 action item.
L30	ASLD (Rhonda Buss)	Not sure if 51 references ASLD or another State agency, so noting that ASLD does not have an office in Flagstaff if applicable.	Map 11-1	11-2	Edit made.
ON711	Kolby White	This is cited on 10 and 13. should they be referenced once?	Chapter 1 Endnotes	1-12	The endnotes section changed as other sections were rewritten. Endnote references appear multiple times, where ever the reference applies. See the References section for a complete list of references.
ON904	Heather	Provide links to docs	Chapter 1 Endnotes	1-12	Links are provided in the References section near the end of the plan.
ON903	Heather	Estimates of what?	Chapter 1 Endnotes - "12. These estimates, from the Arizona Department of Commerce, represent a mid-level projection of growth."	1-12	This is referring to population projections. This section was rewritten.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1220	Val	Nice!	"Update preparedness educational materials to ensure that the ongoing renewable energy transition is adequately reflected in instructions for sheltering in place, particularly for all-electric homes and other green building changes."	11-20	No change.
ON591	Ben Ruddell	The plan should consider how all regional public facilities and safety agencies can function to support public safety and resilience during an emergency. What will we do if 5 million people evacuate LA, Phoenix, Las Vegas and 500,000 of them end up here? (half at Ft Tuthill?) What will we do if a forest fire displaces a third of the city's residents on the west side? What if there are power outages that cut off water in all of the region's communities outside Flagstaff, and reduce our supply in Flagstaff? What if the Rio de Flag finally floods and takes out the downtown and university districts? What if there's another pandemic (a much worse pandemic)? What if there is a chemical train derailment downtown? Or- God forbid- a nuclear war or merely a major war that hits close to home? Someday most of these things will likely happen. Flagstaff is the regional hub for Northern Arizona and for a very large county, and therefore has the responsibility to consider and plan for this sort of contingency in a regional plan.	"The City and County work together to develop the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) every five years and uphold jurisdictional Emergency Operations Plans, which delineate the roles and responsibilities of City and County departments in all emergency management phases."	11-3	These topics are covered in the Multijurisdictional Hazard Mitigation Plan which is introduced on p. 11-3.

Comment ID	User name	Comment	Comment Location	Page	Response
ON595	Ben Ruddell	Reply to ON591 Also- pubic safety. What do we plan to do when our few-hundred public safety officers are insufficient to manage a crisis? Do we have a backup plan? Where is the extra manpower going to come from?	"The City and County work together to develop the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) every five years and uphold jurisdictional Emergency Operations Plans, which delineate the roles and responsibilities of City and County departments in all emergency management phases."	11-3	These topics are covered in the Multijurisdictional Hazard Mitigation Plan which is introduced on p. 11-3.
ON594	Ben Ruddell	The next three pages are a good overview of routine emergency response- something for which the region is well prepared- but they do not address my concerns about catastrophes expressed in the comment above. If the community doesn't plan the capacity to manage a large number of displaced people (for example), we won't be able to handle real catastrophes.	Public Safety and Emergency Services	11-4	These topics are covered in the Multijurisdictional Hazard Mitigation Plan which is introduced on p. 11-3.
ON1055	Krista Ames-Cook	This map should be a high resolution, so it is clearer.	Map 11-2	11-7	Edit made.
ON1197	Laura Huenneke	After the Paradise (CA) fire catastrophe, I read that Flagstaff is rated as one of the highest risk metro areas in the country for limits on evacuation routes. Is this something that Emergency Managers in the Region are working on? Is it a result of capacity limitations on vehicle routes, or some other consideration? In addition to the evacuation zones and the emergency notification efforts (which have been excellent), what might be done to improve this situation?	Emergency Communications and Evacuation Routes	11-8	There are two action items in this chapter that speak to improving evacuation. One is about creating and updating community-level evacuation plans for rural areas and one is about supporting neighborhoods in setting up agreements for secondary access.
W77	Commission on Inclusion & Adaptive Living	Concern about evacuation programs to assist disabled (Sara brought it up that that is addressed in a different type of plan by the County)	Emergency Communications and Evacuation Routes	11-8	These topics are covered in the Multijurisdictional Hazard Mitigation Plan which is introduced on p. 11-3.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1199	Laura Huenneke	These Resilience Hubs are a great concept and the County should catch up with the City in encouraging their development. Safe air, potential to serve as warming centers in winter and cooling centers in heat waves, provision of emergency power (charging) and emergency communications - so many reasons to pursue these and encourage their development in communities and neighborhoods.	"The City is supporting community-led Resilience Hubs that will serve neighbors daily as gathering spaces and serve as safe locations with healthy air and power during smoke events and other incidents."	11-9	One of the Ch.11 action items speaks to creating and supporting resilience hubs. A similar concept is proposed in the Coconino County Comprehensive Plan.
ON1056	Krista Ames-Cook	This image / graphic is not legible. None of the titles are readable except for the center.	Figure 11-2	11-9	Edit made.
ON306	Crystal	I am on a desktop and this graphic is blurry and almost unreadable.	Figure 11-2	11-9	Edit made.
ON1209	Val	It is also somewhat fuzzy in the print version.	Figure 11-2, reply to ON1056	11-9	Edit made.
ON294	Michele James	This map needs to be edited to improve understanding as many reviewers I've spoken with who are not familiar with the boundaries of the "Region" find it confusing. Suggestions: the RP Region (shaded light grey) should be surrounded by a bolder border and the surrounding County lands should be removed along with the outer green border. The light colored line with the larger grey boundary indicates the boundaries of the City of Flagstaff; clarify this in the legend so as not to confuse this with the Urban Growth Boundary. In the smaller inset map of the entire County, include the boundaries of the RP "Region" itself.	Map 1-1	1-2	This map was updated to be simpler and clearer.
ON11	Kim Austin	earlier you mentioned using MetroPlan boundaries for the region, but here you mention FMPO.	"The Flagstaff Region (Information Map 1-1) uses the Flagstaff Metropolitan Planning Organization's (FMPO) boundaries..."	1-3	Edited to MetroPlan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON301	Michele James	Include definitions of "entitlements," "dedications," and abandonments."	"The left side of the pyramid demonstrates the more flexible approach... when making decisions that do not directly involve entitlements, dedications, or abandonments."	1-3	A link to the glossary definition of entitlements was added. Dedications and abandonments were not added as they do not have a standard legal definition.
ON295	Michele James	Agree with Erin Young's comment to include the Water Resources Plan in this list as many don't even know it exists and it provides much of the detail that will influence water management within the city.	Planning Pyramid	1-3	No change. These are meant to be examples, not an exhaustive list.
ON298	Michele James	We suggest simplifying the language in this illustration as it contains a lot of planning terms and is difficult for the general public to understand. In places where such language is necessary, provide pop-up definitions for terms such as "entitlements," etc. If this Pyramid is primarily for use by staff, move it to an appendix and/or ADD another visual diagram that more simply explains the planning process. A linear diagram is recommended. This would allow more clarity	Planning Pyramid	1-3	No change to the graphic. Added link to glossary definition of entitlements. Added a call-out box - "What is land use planning?"
ON266	Bruce Edward Fox	and Open Spaces?	Planning pyramid graphic	1-3	No change. These are meant to be examples, not an exhaustive list.
ON8	Christine	Suggest the term "focus" areas rather than "target" areas.	Planning pyramid graphic	1-3	No change to planning pyramid.
W1		Under Regional Plan in the base of the pyramid, add Implementation Guidelines to the left side and Goals and Policies to the right side	The Planning Pyramid	1-3	No change to planning pyramid.
ON1122	Erica Rackley	year?	Planning history timeline	1-4	Deleting timeline for space and clarity.
ON1123	Erica Rackley	Nope, sorry, my fault. Would love to be able to delete this comment.	Planning history timeline	1-4	Deleting timeline for space and clarity.
ON13	Michele James	Extend the timeline to include the Carbon Neutrality Plan and the 10-year Housing Plan.	Planning history timeline	1-4	Deleting timeline for space and clarity.

Comment ID	User name	Comment	Comment Location	Page	Response
ON490	David	This chart is hard to read. Why is this relevant?	Planning history timeline	1-4	Deleting timeline for space and clarity.
ON895	Heather	This chart is extremely difficult to read.	Planning history timeline	1-4	Deleting timeline for space and clarity.
ON394	Natalie Jacobs	Add - the Carbon Neutrality Plan was adopted in 2021 setting a goal of carbon neutrality by 2030. (The CNP should be part of this timeline considering the importance of the goals connectedness to the City's growth and community's resilience.)	Planning history timeline	1-5	Deleting timeline for space and clarity.
ON896	Heather	This chart doesn't appear to fit the page.	Planning history timeline	1-5	Deleting timeline for space and clarity.
ON309	Michele James	Change to "a collaborative vision for the character and quality of life."	"a collaborative community vision"	1-6	No change to this specific phrase, but revised this box and moved to Ch.2.
ON277	Sat Best	and implementation items	"a collection of goals and policies to achieve that vision."	1-6	The implementation guideline category was dissolved, so they are not included here. This chart was revised and moved to Ch.2.
ON941	Heather	Indigenous	"A quarter of the County's current population is Native American."	1-6	No change, consulted with the Indigenous Commission.
ON305	Michele James	Include how much of the Region's population is Native American.	"A quarter of the County's current population is Native American." (but placed in error on 4-10)	1-6	Demographic data is not available for the Region because the Region doesn't follow Census tract or block lines.
ON303	Michele James	Remove start of sentence "It is also important to note that"	"It is also important to note that each Nation has its own creation and emergence story about how they came to be in this area, and some are not compatible with Western viewpoints"	1-6	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
ON304	Michele James	Why is this relevant? "and some are not compatible with western viewpoints." Remove.	"It is also important to note that each Nation has its own creation and emergence story about how they came to be in this area, and some are not compatible with Western viewpoints"	1-6	Edit made, consulted with the Indigenous Commission.
ON307	Michele James	This last sentence is condescending, old fashioned language. Move upward to previous paragraph and just state that the Region's heritage is reflected in our place names.	"Many local place names, such as Navajo Road, Sinagua Middle School, and Coconino High School, reflect indigenous heritage."	1-6	Edited "western viewpoints" sentence, but did not change next two sentences other than moving them up into the same paragraph. Consulted with the Indigenous Commission.
ON714	Laura Huenneke	"of"	"The 19th century development of railroads, timer extraction, milling, and ranching led to the establishment Flagstaff."	1-6	Edit made.
ON940	Heather	Why are the Nations referenced on page 1 not referenced here?	The Region's Shared History	1-6	The "Shared History" section was revised and moved closer to the "Community in a Sacred Landscape" section on page 1.
ON280	Sat Best	and now Navajo trust land at the former Horseman's Lodge Steakhouse site.	"...and County (1.1 percent City and County-owned land includes facilities, roads, streets..."	1-7	Added Navajo Nation and Hopi Tribe Trust Land to the description, new table, and map of land ownership.

Comment ID	User name	Comment	Comment Location	Page	Response
ON671	Sat Best	and open space	"...and County (1.1 percent City and County-owned land includes facilities, roads, streets..."	1-7	Edit made.
ON16	Jenny	What's the population growth estimates from 2020-2024? Colloquially we felt the influx of folks moving here during the pandemic, and the housing market reflected this. My family personally moved to Flagstaff this year for the lifestyle after living in CO, CA and New Zealand.	"As of 2020, more than 97,000 people live in the Region, and 76,960 of those residents live in the City."	1-7	At the time that data was being prepared for this plan and it's population projections and modeling, the 2020 Census was the most standard and reliable data point to use.
ON276	Michele James	Last sentence of this paragraph: This indicates implicit growth and development which is not the full range of what could take place on State land. These could also not be developed. This should be said differently: Remove "encourage and supported" and state "The RP can influence what happens on the 12.6 and 5.9%.	"These are areas of the Region where private development can be encouraged and supported by the Regional Plan's goals and policies."	1-7	Edit made.
ON700	Kim	This formulation advocates for private development which has been inadequate at responding to the community's most important housing needs. We need more options. Don't push them out of the picture. For example, the city could float a bond to buy state trust land and build workforce housing on it. Given how cramped the options are for actually getting attainable housing for middle to lower income residents, we need all options on the table.	"These are the areas of the Region where private development can be encouraged and supported by the Regional Plan's goals and policies."	1-7	Ch.5 action items speak to identifying and securing funding for affordable housing. It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. The 10 Year Housing Plan did not include acquisition but no policies preclude it. The policies as written could support acquisition if that changes in the future.

Comment ID	User name	Comment	Comment Location	Page	Response
ON756	Val Bryant	These videos are quite informative. Thank you especially for the "Climate Change and Energy" videos. We need more of this planning info. and verbiage mentioned throughout the plan, esp. in the Transportation, buildings/housing and land development areas. The county seems to be more involved than the city, although the city is within the county.	Regional Snapshots call out box	1-7	We are glad to hear that you found them informative.
L85	Karen Enyedy	“The remaining 81.5 percent of the Region is public land that is not required to conform to the Regional Plan. It is owned by the federal government for conservation, natural resource management, or military operations (78.3 percent); state agencies, such as the Arizona Board of Regents, and Navajo Nation (13.8 acres), the Arizona Department of Game and Fish (0.3 percent); the City (1.8 percent); and County (1.1 percent). City and County-owned land includes facilities, roads, streets, alleys, sidewalks, drainage, stormwater collection, parks, the FUTS, and public access to the Coconino National Forest. Although federal and state government agencies might refer to the Regional Plan for guidance and coordination, only the City and County are mandated to follow the plan’s direction.”	The Region's Vibrant Present	1-7	Added Navajo Nation and Hopi Tribe Trust Land to the description, new table, and map of land ownership.
ON275	Michele James	Include the acres of land within the Region, not only the percentages. This allows a better understanding. Also include acres that are considered "greenfield."	The Region's Vibrant Present	1-7	Added acreage stats. Greenfield acreage was not added as it is not an ownership category. The LASS goes into detail on land available for development.
ON715	Laura Huenneke	This discussion of ownership reflects no tribal land holdings, and of course no reservation land lies within this boundary. But tribes do hold some of the "private" land (as fee simple ownership, correct?). Given how much respect is paid in the plan to the cultural legacy and importance of native nations, perhaps you might add a sentence or two about the fact that at least a little of the private land in the region is held under tribal ownership.	The Region's Vibrant Present	1-7	Added Navajo Nation and Hopi Tribe Trust Land to the description, new table, and map of land ownership.
ON1240	Nat	If this map defines the term REGION, then it should be incorporated into the Map Title.	Map 1-2	1-8	The map earlier in the chapter (Map 1-1) is meant to define the Region. That map was revised to be clearer. This map focuses on Land Ownership.

Comment ID	User name	Comment	Comment Location	Page	Response
ON278	Michele James	This paragraph seems to emphasize the fourth and fifth generation of white settlers, when there is so much more to the history and diversity in the Region. We suggest modifying the start of this paragraph to state "The Region is a diverse community made up of many Hispanic and Anglo, and Indigenous peoples. Although fourth and fifth generations exist, the majority are families and people who migrated..."	"The Region is a diverse community made up of fourth and fifth-generation families and people who migrated to the community later for jobs, recreation, and educational opportunities."	1-9	Revised sentence, included ethnic groups.
ON1242	Nat	insert 'as shown on the map'	"The Region is a diverse community..."	1-9	This section was revised and became an infographic.
ON345	Bruce	The word "significant" is used frequently in this plan in a variety of contexts. However, the word does not appear to be defined or explained anywhere. Thus, it could be interpreted very differently by different individuals. Given the frequency and importance of this word, I believe a definition/explanation is worthwhile	"The Region's beautiful landscapes, character... making the tourism industry a significant contributor to the Regional economy."	1-9	"Significant natural resources" is defined in the glossary. Otherwise, significant is not defined because it is used in multiple contexts. In this case, this sentence was deleted as the section was replaced with an infographic.
ON279	Michele James	It's more accurate to say "high cost of housing" rather than "rising cost of housing."	"The Region's economic challenges include income inequality, displacement pressure, food insecurity, and the rising cost of housing."	1-9	This section was replaced with an infographic.
ON17	Sara Sprague	How is this weighted? I think the economic disparities should not be taken lightly, as there is a whole history contingent on this which too often gets ignored. How is the city going to address the ramifications of intentional, systematic implications amongst BIPOC communities which have continuously created immense harm?	Median income table, Black or African American alone $24,477	1-9	See endnote on p. 1-13 for more on race and ethnicity data. See HA and NE goals and policies, TS.1, and HE.2 as example policies relating to equity. Equity is also discussed most other chapters, especially ch.5, and most chapters have at least one action item related to equity.

Comment ID	User name	Comment	Comment Location	Page	Response
ON457	Sara Sprague	Is there a copy of this regional plan in Spanish?	Plan overall	1-9	An executive summary is available on the website in Spanish.
ON720	Emily	Decreasing Vehicle Miles Traveled (VMT) is something I hope to see further in this draft, along with creating infrastructure that encourages walking, biking, and taking transit. It sends mixed signals when you are connecting a lack of a vehicle with poverty. Don't we want people to feel good about being carless?	Table 1-3: Percent of Households Without a Vehicle...	1-9	Table was removed.
ON281	Michele James	Add economic challenge of second homes (with numbers) and STRs (with numbers). Include a table with these numbers--repeat here even if already in another chapter. This section should include a more dynamic depiction of the increasing income inequality and needs to include a chart that illustrates the growth of wealth inequality data as well. This section and tables should provide more appropriate tables that include information about the major issues being faced by the community. Second homes a major issue and this needs to be discussed as a current challenge as well as a future one, as the community will continue to build more homes that will serve as second homes.	The Region's Vibrant Present	1-9	Income inequality is an issue addressed in the Regional Snapshots. Added housing emergency call out box in Ch.1. We want to avoid repeating data as much as possible. Added housing data to Ch.4 and Ch.5.
CM153	Sustainability Commission	Emphasize what the Plan is, and is not; what is in its scope, and what is not, and place this narrative in a prominent location in the document. We suggest Chapter 2: How the Plan Works.	Chapter 2	2-	A table explaining scope and additional text was moved from Ch.1 to Ch.2.
CM152	Sustainability Commission	Explicitly state how the Plan will impact Flagstaff's growth and development patterns, including how city code will be impacted by this Plan.	Chapter 2 and GLU Chapter	2-	More detail was added to the beginning sections of Ch.2, including "How the Regional Plan is Implemented"

Comment ID	User name	Comment	Comment Location	Page	Response
ON351	Bruce	Or modified to meet the plan goals....	"Major new improvements that are not reflected in the Regional Plan, and which could dramatically depart from its recommendations, should be preceded by a plan amendment."	2-1	Edit made.
ON498	Sara Sprague	Listing private developers first seems like there are already vested interest in who has more decision-making power...	"Private developers, City and County staff, community partners and elected officials will be faced with innumerable decisions of how to move forward..."	2-1	Reordered and changed to "property owners."
ON34	Alexandria	This needs to be stated at the beginning, in some of the very first pages, so people understand that what they are reading can, will, and should change as needs come up going forward, and refer to chapter 2 for more info about changes.	"This is a living document and to serve the community it will need to be amended with some regularity."	2-1	This section was emphasized with a heading and additional explanation. The table of contents was also revised to include more detail and states that Ch.2 contains information on how the plan is amended.
CM121	Sustainability Commission	1. I would like to see something in the capital improvement plans that address advancements in carbon neutrality...investment in renewable energy infrastructure, energy-efficient retrofits, and expanded multimodal transportation systems.	Capital Improvement Plans (CIPs)	2-1	This is addressed through the Climate Action, Energy, and Multimodal Transportation goals and policies in Ch.3.
ON806	Celia Barotz	Can a neighborhood plan also be called a specific plan or area plan?	Specific and Area Plans	2-1	More detail was added on p. 2-2 with a cross reference added to p. 2-5, where specific and area plans are further explained.

Comment ID	User name	Comment	Comment Location	Page	Response
L71	Scott Roberts	Page 2-1: City and County Codes: The code adjustments explored throughout the Regional Plan update will ultimately require a Zoning Code text amendment. Staff should explore methods to expedite the text amendment process to implement these changes as soon as possible to provide developers the flexibility to create and deliver new housing stock to the City of Flagstaff.	Updates to City and County Codes	2-1	This is addressed by Ch.5 High Priority Action Items.
ON1232	Nat	Having a housing focused theme for updating City and County codes to me is short sighted especially as it is based on very debatable assumptions in the case of Flagstaff specifically. The theme should be less focused on one goal and more comprehensive that is included under the term Quality of Life.	Updates to City and County Codes	2-1	The housing emergency declared by the Council is an important influence on land use considerations in the document. The Scenario Planning analysis which was conducted over the last 3 years and the Land Availability and Suitability Study and Code Diagnostic all support the findings of the Housing Plan and refine how future land use decision-making can move us towards affordability.
ON35	Celia Barotz	I suggest saying, "Staff reports for the city council and city commissions on land use, property, capital improvements, and development issues should identify...." instead of "When preparing reports for..."	Staff Reports	2-2	Edit made.
ON367	Sat Best	Senior City and County managers have told me that the implementation items in the various chapters will also be presented in staff reports. Goals, policies and implementation items should be brought together in one place.	Staff Reports	2-2	Implementation guidelines have been eliminated unless they are specifically tied to land uses in Chapter 4. Of the other implementation guidelines, some became policies or action items.
ON760	Val Bryant	Developers MUST adhere to City and County climate action plans, as well as being specific on tree removal/addition and using proper landscaping for the area.	Action Items section	2-3	The Regional Plan cannot require anything because it is not code. For the Climate plan to be mandated it must have it's provisions adopted into code. This is supported by the Regional Plan priorities but requires further action from City Council and the Board of Supervisors.

Comment ID	User name	Comment	Comment Location	Page	Response
ON352	Bruce	Plans and plan IMPLEMENTATION are very different entities. Therefore, I recommend that this item be broken into two parts: Plan Preparation and Plan Implementation	Action Items section - "Plan: Creation of plans and plan implementation efforts across various disciplines"	2-3	Changed to "...plans and planning related efforts..."
L24	Sat Best	"Remove the text in bold line from the section of the proposed Plan copied below so that implementation items can be part of the P&Z/Council negotiating process for all development." : "Implementation Guidelines are assumptions and corresponding principles that guide how the goals and policies are interpreted and applied. **They may require further steps to be incorporated into Zoning and Building Codes before they can be applied to discretionary development applications. Voluntary conformance with these guidelines is recommended and incentivized but is not required for private development.(Bold added)** Implementation Guidelines are organized under each goal in Chapters 5 through 11. Each goal has a hyperlink to the related implementation guidelines in Chapter 3 Goals and Policies."	Implementation Guidelines	2-3	Implementation guidelines have been eliminated unless they are specifically tied to land uses in Chapter 4. Of the other implementation guidelines, some became policies or action items.
ON370	Sat Best	It seems that many goals and policies in the 2030 Plan have become implementation items. If they are "not required" for Council and P&Z approval in zone change and Conditional Use Permit cases the new Plan will be much weaker. I contacted the City Planning Director and the County Planning Manager last spring to ask about this and they assured me that the implementation items would be presented with the goals and policies for approval. This needs to be clarified and changed if necessary.	Implementation Guidelines	2-3	Implementation guidelines have been eliminated unless they are specifically tied to land uses in Chapter 4. Of the other implementation guidelines, some became policies or action items.
W5		Change 3rd sentence to "Voluntary conformance with these guidelines is encouraged when appropriate but..."	Implementation Guidelines	2-3	Implementation guidelines have been deleted.
L22	Sat Best	"The routine rezoning and Conditional Use Permit process can do a great deal to move forward on implementation items. Cases frequently come before P&Z and Council for land parcels that have many of the assets listed as implementation items. It's possible to make good progress on implementation items during the process of balancing the interests of the applicant with the values of the community to allow more intensive use of a land parcel"	Implementation Guidelines	2-3	Implementation guidelines have been eliminated unless they are specifically tied to land uses in Chapter 4. Of the other implementation guidelines, some became policies or action items.
L72	Scott Roberts	Page 2-3 Implementation Guidelines: The City should consider creating an expedited process to assist developers and homebuilders in quickly increasing the stock of attainable housing. A “road map” with specific steps, timelines, etc. would be helpful.	Implementation Guidelines	2-3	The first Ch.5 High Priority Action Item addresses this. Creating an expedited process requires more staff and wouldn't be applicable to rezoning cases.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1238	Nat	The implementation steps are logical, but I repeat that I am concerned the plan is too single focused despite the nominal six Regional Plan Themes of Chapter 3	Implementation Section	2-3	The themes have been deleted. There are 6 priorities, which have been revised and reorganized into "core priorities" and "complementary priorities."
CM122	Sustainability Commission	2. I would also like to see a little more about the reporting of progress from implementation...it talks about public engagement, but a big part of this is for the public to be informed...how will the city keep the public informed about how the implementation of pieces of the plan are contributing to CNP goals.	Monitoring	2-3	See Appendix A. Annual reports will be made to elected officials. These reports will also be available online.
W2		Change "zoning code" to "zoning map and text"	Policy Section	2-3	Changed to zoning map amendments.
W3		Add staff direction	Policy Section	2-3	This section was revised.
W4		Should areas or parcels be used? Used interchangeably throughout section	Policy Section	2-3	This section was revised.
ON810	Celia Barotz	I would suggest saying, "that falls into"	"If a specific plan proposes a change to the Regional Plan related to a major amendment category..."	2-4	Edit made.
ON675	Sat Best	This is a major step back from the Regional Plan 2030, which had Goal E&C.2. "Achieve carbon neutrality for the Flagstaff community by 2030" and other elements of the Carbon Neutrality Plan. I think many in the City will agree that this is not acceptable. In general it seems that Strategic Plans should be used to make findings of conformance with the Regional Plan. The Plan is a policy document that reflects the values of the citizens of Flagstaff. Not every element in the Plan will be realized in every case, and we have the Planning and Zoning Commission and City Council to balance the values and make decisions.	"The City and County may have other policy documents and strategic plans such as the [CNP]..."	2-4	We are unable to follow this suggestion due to state law and the choice of the City to prioritize the flexibility of the Carbon Neutrality Plan.
ON354	Bruce	seems as though "in response to" is out of place. Perhaps better places just after "updated,..."	"The Regional Plan... can be updated, revised, and improved over time to emerging issues in response, new ideas, and changing conditions."	2-4	Sentence revised.

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ON355	Bruce	move "...in response to..." here	"The Regional Plan... can be updated, revised, and improved over time to emerging issues in response, new ideas, and changing conditions."	2-4	Sentence revised.
ON356	Bruce	Please ignore immediately prior comment. My bad	"The Regional Plan... can be updated, revised, and improved over time to emerging issues in response, new ideas, and changing conditions."	2-4	Sentence revised.
ON353	Bruce	among not between	County Area Plans - "When there are conflicts between these documents..."	2-4	No change, this edit was missed.
ON332	Michele James	Include the Parks Management Plan in this list. Can be considered only if represented in City/County codes.	Other Strategic Plans	2-4	Edit made.
ON888	Dee Hoagland	I would think the city's carbon neutrality plan would be of high importance to this plan. Why can't it be considered: housing development, open space, code analysis, zoning, alternative energy and many more ways to reduce carbon emissions should be prioritized.	Other Strategic Plans - "...but cannot be used in making findings of conformance with the Regional Plan."	2-4	The Carbon Neutrality Plan is not a specific plan and cannot be listed in this section. Specific Plans have to go through additional steps to be adopted and are more difficult to amend. The CNP was created to be adaptable and includes information outside the scope of a specific plan.
L130	Friends of Flagstaff's Future	Clarify the relationship between neighborhood plans and the regional plan (see page 2-4 of the draft) and how differences will be resolved.	Specific Plans	2-4	Clarification was added.

Comment ID	User name	Comment	Comment Location	Page	Response
ON400	Valerie Piet	Specifically reference the city's carbon neutrality 2030 plan here. This is a guiding principle	Specific Plans	2-4	The Carbon Neutrality Plan is not a specific plan and cannot be listed in this section.
ON807	Celia Barotz	Have the existing neighborhood plans in the City of Flagstaff been adopted by ordinance?	Specific Plans	2-4	This information can be found on the City website. Examples were added but not an exhaustive list.
ON809	Celia Barotz	Have the existing neighborhood plans in the COF been adopted by resolution or ordinance?	Specific Plans	2-4	This information can be found on the City website and examples were added but not an exhaustive list.
ON499	Sara Sprague	Why are there not more opportunities for the public to engage with this process?	Specific Plans - "Private property owners may also request the city adopt a specific plan that creates a master plan for their property and allows for limited variations from development standards."	2-4	The public can engage within the public participation process but does not have standing to initiate a specific plan. When a neighborhood wants a specific plan prepared they must petition Council or the Planning Director to initiate it on their behalf.
ON808	Celia Barotz	I'm finding this paragraph and the following one confusing. I understand that they highlights a distinction between a SP adopted by resolution vs a SP adopted by ordinance but I'm not clear what that means for conflicts between the RP and the SP. Can you explain?	Specific Plans - When a specific plan is adopted by resolution, any conflicting direction between the Regional Plan and a specific plan created before the Regional Plan's adoption...	2-4	Clarifying language was added.
ON36	Celia Barotz	I suggest changing identify to identifies.	"In Arizona, each jurisdiction identify changes or modifications..."	2-5	Edit made.

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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 UBG 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.

Comment ID	User name	Comment	Comment Location	Page	Response
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 with 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 convers 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	Themes 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.

Comment ID	User name	Comment	Comment Location	Page	Response
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.

Comment ID	User name	Comment	Comment Location	Page	Response
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.

Comment ID	User name	Comment	Comment Location	Page	Response
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.

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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, accessible, 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 all 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 all 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.
IP38	NULL	"Region" is key to helping mitigate congestion in Flagstaff City	Goal TR	3-12	Yes, Policy TR.2 was added on transit for outlying communities.
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, accessibility....”	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, accessible, 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 accessible, 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 glamourous 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.

Comment ID	User name	Comment	Comment Location	Page	Response
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 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 accessible..."	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."
ON84	Tyler	I would include "manage demand" in the list.	Policy ST.2	3-13	Policies on managing parking demand were added under Goal PK.
W31		Add universal design	Policy ST.2	3-13	Incorporating universal design is a Best Practice for Creating a Sense of Place and discussed in Ch.6.
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	See revised GM Goal and new Policy PS.2.
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	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.

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.

Comment ID	User name	Comment	Comment Location	Page	Response
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	Mayber "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.

Comment ID	User name	Comment	Comment Location	Page	Response
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 inclusive 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.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1251	Paul Moore	I hope that the Plan is written clearly, so if there is an intention it is stated in the positive and that any exceptions must require substantial review. In other words, to maintain the UGB there should not be exceptions to provide services. And if we want to discourage independent wells, other mechanisms are in place to do that.	Policy WR.4, reply to ON389	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.
ON1100	Mary	And to ensure all residential areas within the city boundaries are connected to the city water infrastructure first before extending beyond the city limits.	Policy WR.4, reply to ON92	3-17	Some of these areas that don't have service are County islands within the City and there is an annexation process that complicates this suggestion. No change to WR.4.
CM177	Sustainability Commission	Water Quality on Emerging Contaminants - Address emerging water pollutants such as microplastics, PFAS, and phthalates, by conducting studies and implementing proactive treatment solutions to safeguard water quality, improve stormwater management, and protect public health.	WQ goals and policies	3-17	Policy WQ.2 covers this topic.
CM200	Sustainability Commission	"Conduct studies to identify and monitor emerging water pollutants such as microplastics from tires and clothing, PFAS (forever chemicals) from non stick chemicals, and phthalates from cosmetics in local water sources. Proactively implement treatment solutions to address these contaminants and ensure safe, clean water for all residents while improving stormwater management practices to prevent further water contamination."	WQ new policy	3-17	This suggestion is not written as a policy. This suggestion is more operational and therefore would be more appropriate for a utilities plan.
ON999	Celia Barotz	Would you consider adding a subcategory in WR.2 with examples of water conservation and water efficiency measures that the city could incentivize or require such as rainwater harvesting and removing lawns that require so much water? Or you could add examples in the body of WR.2.	WR.2	3-17	This is more appropriate for Ch.9. See p. 9-11 for recommendations from the Water Conservation Strategic Plan.
CM164	Sustainability Commission	Flagstaff is a founding partner of the 4 Corners Carbon Removal Coalition, a municipal leadership group that recognizes carbon dioxide removal (CDR) as a natural opportunity for governments to take the lead in climate change mitigation. We recommend elevating CDR in the goals and policies and discussing it in the Climate and Sustainability chapter as a critical way for regional development to serve as a climate action tool.	CA goals and policies	3-18	Added CA.4 on CDR, separated out from former RS.8. See also DP.3. Revised and moved Carbon Storage and CDR section from Ch.7 to Ch.10.

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CM178	Sustainability Commission	Climate Justice Integration (under equity or climate action) - Integrate climate justice into all planning processes, ensuring that vulnerable and under-resourced communities have equitable access to climate resilience resources and sustainable development opportunities to reduce disparities and enhance social equity.	CA goals and policies	3-18	Added/revised R policies.
CM179	Sustainability Commission	Climate Resilient Housing - Ensure new and affordable housing is climate-resilient by incorporating energy efficiency, renewable energy, fire and flood mitigation measures, supporting long-term sustainability and protecting vulnerable communities from climate impacts.	CA goals and policies	3-18	Covered by revised E.1, CA.2 (former CA.3), R.3, I.1, and PS.2.
CM202	Sustainability Commission	Climate Action shouldn't be nested under Energy	CA goals and policies	3-18	Goals/policies were reorganized under priorities.
CM203	Sustainability Commission	Need climate justice language and policies.	CA goals and policies	3-18	Added and revised R policies.
L184	Equity Climate Advisory Group	How will any of the policies within this section be equitable and just?	CA goals and policies	3-18	See revised Policy R.3 (formerly R.2).
ON1165	Erica Rackley	Does the City genuinely plan to "balance any remaining emissions" with CDR? That will absolutely not happen given the limited capabilities and extremely high cost of CDR. Does the City perhaps mean "offset" (rather than "balance") remaining emissions with carbon offsets? That's a different thing and far more realistic.	CA goals and policies description	3-18	Yes. This sentence was removed in Ch.3. See the Climate Emergency call out box added to Ch.1 for more information.
CM201	Sustainability Commission	"Promote carbon-neutral development in all new projects and incentivize energy-efficient buildings, renewable energy integration, and electrification of heating, cooling, and transportation systems."	CA new policy	3-18	Covered by E.1 and CA.2 (former CA.3).
CM224	Sustainability Commission	add another policy to incentivize sustainable development that aligns with the 2030 carbon neutrality goal.	CA new policy	3-18	Added policies CA.4 and CA.5.
CM225	Sustainability Commission	Prioritize proposed development projects that quantify GHG emissions and demonstrate carbon reduction measures to ensure new projects align with goals CA.a and CA.b.	CA new policy	3-18	Climate action is a core priority, which prioritizes it.
ON93	Tyler	I think this section is missing a policy on land use reforms to reduce carbon emissions - it's one of the biggest opportunities for carbon emission reductions. This gets talked about in other parts of the plan (compact neighborhoods reduce travel distances, etc.) but an explicit policy would make it clearer.	Climate Action Goals and Policies	3-18	Added Policy CA.6.

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CM167	Sustainability Commission	The decision by the Regional Plan Committee to remove the 2030 date from this policy removes the sense of urgency community action towards carbon neutrality. The Commission suggests the following language: "Achieve and maintain carbon neutrality for the City by 2030 by reducing emissions from all sectors."	Goal CA.a	3-18	Added explanation to Chapter 1 and 2 on why the date specificity for one topic is not appropriate for the plan. Added endnote to Goal CA.a to inform about the CNP carbon neutrality goal.
CM168	Sustainability Commission	The Commission suggests adding a Policy CA.7: Require developments and redevelopments over a certain size to account for projected GHG emissions and detail construction measures planned to reduce emissions, conserve resources, use sustainable materials, and enhance resilience to climate change.	Goal CA.A	3-18	The plan is not code and cannot require something of all development. Added policies CA.4 and CA.5 on reducing carbon emissions and waste in development.
CM169	Sustainability Commission	Add a CDR GOAL: Deploy large and small-scale CDR initiatives to reduce GHG emissions across the region. Ensure that the CDR goal is connected to the CNP.	Goal CA.A	3-18	Added CA.4.
CM170	Sustainability Commission	Add CDR Policies and ensure they reference the CNP. i. Remove barriers to CDR as primary and secondary land use. ii. Invest in large-scale CDR projects to achieve the goals of the CNP.	Goal CA.A	3-18	Added CA.4.

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L17	Phil Goldblatt	"At this time it is not practical for Flagstaff to focus so much on mitigation but rather on adaptation... I) The commitment of the 3 major AZ power companies is net zero by 2050. They cannot mitigate CO2 by 2030. Nor can they transition to all renewable and clean energy soon enough. Flagstaff is only a small fraction (~2.5%) of the CO2 they emit. II) Transmission line needs are unmet because they are unable to construct enough additional high voltage power lines in AZ to enable the full implementation of renewable power before 2030. But plans nationwide will emerge for sure. III) It is impossible technologically to produce current levels of petrochemicals without also producing fossil fuels like gasoline. Petrochemicals are necessary to make the levels of medicines, plastics and surfactants that US society requires. The transition will need new technology, equipment and renovation of refineries. When demand for fuels decreases significantly, they may come around but not before 2040 if that. IV) The actual “serious” effects of global warming will not occur until after about 2080. Therefore it is better to align ourselves with the 2050 goals similarly to other nations. The main threats to Flagstaff from global warming are forest fires, post wildfire flooding and draught. These threats can be alleviated through adaptive methods. Wholesale changes in our total economy are unrealistic before then." "The above does not mean that reasonable rules concomitant with free citizens who make up their own mind regarding such things must not be encouraged in the meantime. One such rule may be to require brand new development (not new housing on an already owned lot for example) to be all electric or some heating that is not natural gas, oil or coal. (i.e. heat pumps)... the best path forward for Flagstaff should be to focus on adaptation for the immediate future with goals centered around 2050 for mitigation rather than 2030." "My hope is that you will maintain the vagueness of any goals for carbon neutrality for Flagstaff after reading this document because of the difficulty of predictions or prognostications regarding any impacts to Coconino County and the City."	Goal CA.a	3-18	Resilience is addressed under the new priority of "Resilient public services and facilities." Adaptation in construction is covered in Policy CA.2.
L9	Kathy Flaccus	"The climate emergency and plan to get to carbon neutrality by 2030 seems like it should inform all land use planning. Is it possible to make this goal more prominent in each section?"	Goal CA.a	3-18	Climate Action was made a core priority in the plan.
ON1008	KathleenM.Armstrong	"The City of Flagstaff's goal is to be carbon neutral by 2030, and any new development proposals need to help the City of Flagstaff reach that goal". If it turns out to be extended by 5 years or so OK, but that should be the stated goal. And, it should be in the introduction and in every chapter of the new plan. Net Zero/Carbon Neutrality by 2030 seems to be a second thought in this revised Regional Plan, and that is unacceptable!	Goal CA.a	3-18	Climate Action was made a core priority in the plan
ON1222	Sat Best	Regional Plan 2030 establishes a goal of achieving carbon neutrality by 2030. Is there a target date in this plan?	Goal CA.a	3-18	Action goal referencing the CNP goal of 2030. The County has not set a Carbon Neutrality goal at this time.

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ON382	Sat Best	Plan 2030 sets a goal of carbon neutrality by 2030, consistent with the Carbon Neutrality Plan. That goal should be stated here.	Goal CA.a	3-18	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.
ON438	Jill Stephenson	Included in the document should be the date set for the carbon net zero goal, and the steps needed to reach this goal. This is crucial!	Goal CA.a	3-18	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.
ON545	Bonnie	These goals need to be included in this document!! The City of Flagstaff's goal is to be carbon neutral by 2030 Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON554	Shelly Gordon	As the latest iteration of the Regional Plan points out the biggest sources of carbon emissions comes from residential, commercial and industrial buildings. And the City's plan to reduce carbon emissions is inextricably linked to APS's carbon emission reduction goals - a carbon free grid by 2050. Yet according to the most recent IPCC reports from the United Nations, carbon emissions have already pushed the Earth to 1.3 degree Celsius and are estimated to exceed the threshold of 1.5 degrees Celsius sometime in 2028. Therefore, APS's timeline of 2050 is way too late, and complexity and inertia due to costs and shifting political winds are no longer reasonable -- or sustainable. Flagstaff's current Regional Plan sets the City's goal of being net zero by 2030 and this is also not soon enough. The Regional Plan should not back further away from that goal. We urge the City of Flagstaff to be bold, consider other models for bringing more renewable energy to City residents and businesses through a proven model called Community Choice Energy (CCE). CCE is the fastest way for cities, groups of cities and/or counties to cut carbon emissions from buildings, increase local development of renewables and storage, and lower energy rates for ratepayers. The City of Flagstaff should consider participating in the National Renewable Energy Lab's Clean Energy to Communities (C2C) program, which is free, and will enable the City to partner with an expert researcher who will study the impact of CCE vs the "business as usual" monopoly utility model for reducing carbon emissions and lowering costs. The C2C researcher will issue a final report within 60 days to determine the feasibility of CCE -- again, at zero cost and minimal time to the City.	Goal CA.a	3-18	This idea was raised with the Regional Plan Committee. Staff and the committee understand the issue, but Community Choice Energy is not currently legal in Arizona and not a land use issue, so it is outside of the scope of the Regional Plan.
ON663	Pat Ellsworth	Flagstaff 's goal of carbon neutrality by 2030 is missing from this Regional Plan and needs to be included. There is a second goal that also needs to be included: Any new development proposals need to help the City of Flagstaff reach that goal (of carbon neutrality by 2030). We have 5 years to reach carbon neutrality in Flagstaff; ambitious indeed, but we must make every effort to do it.	Goal CA.a	3-18	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.
ON699	Phil G	Please see my email to Ms. Dechter and Ms. Shaw with a white paper regarding why the CNP goal of net zero by 2030 is unrealistic and not helpful but also why such a goal by 2050/2060 is more reasonable. I support the idea that such a goal NOT be included in this plan but only because it still remains in the CNP but therefore that the CNP should be modified appropriately.	Goal CA.a	3-18	No change to Goal CA as a result of the comment

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ON796	Celia Barotz	Suggest that this read something like, "By 2030, achieve carbon neutrality and maintain it by reducing emissions from all sectors."	Goal CA.a	3-18	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.
ON892	David	The goal of Carbon Neutrality by 2030 should be placed prominently in this 2045 plan because it will lead to action steps to implement this critical goal.	Goal CA.a	3-18	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.
ON403	Steve La Falce	This plan is nearly worthless UNLESS it includes a goal of NET ZERO EMISSIONS by 2030!	Goal CA.a (but placed on 1-1)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON406	William Comer	This plan is nearly worthless UNLESS it includes a goal of NET ZERO EMISSIONS by 2030!	Goal CA.a (but placed on 1-1)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON439	Ruth Porter-Tilman	Our current Regional Plan has two critically important statements that need to be carried forward into every chapter of the new Plan: New development proposals need to help the City of Flagstaff reach existing goal to be carbon neutral by 2030.	Goal CA.a (but placed on 1-1)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON440	Ella	The Carbon Neutrality Plan should take precedence in this document and our plans for the future. Where is it?	Goal CA.a (but placed on 1-1)	3-18	Climate Action is identified as one of the 2 core priorities in the Plan

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ON469	Kyle Larson	Regarding the removal of zero emissions by 2030 goals from city planning documentation There are many reasons why this is concerning from the perspective of a Flagstaff home owner. Every year, newly constructed and massive apartment complexes such as the recent Park Place Flagstaff are increasing the vehicular traffic and demands on public roads and schools. Compounding this issue are increases in tourism and industrial pollution. The priority of climate neutrality by 2030 will ensure that Flagstaff remains an affordable healthy place to visit and live in a world that will be quickly losing such places via the following: -reduce air pollution -reduce energy demands so as to preserve long term affordability -provide for public health and thus workforce health -minimize environmental impacts keeping forests and wildlands minimally impacted I would be willing to pay an increased tax knowing it's investment and lobby for holding local corporations accountable to compensate for their upscaling of emissions at the same time, and would vote for any/all incentives towards these climate neutrality goals. I greatly appreciate your consideration and look forward to hearing back from you. Kyle	Goal CA.a (but placed on 1-1)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON410	Nicolaus Hawbaker	As an Emergency Physician working in Flagstaff for nearly a decade, I see first hand the impact climate change is having on our community. Smoke from fires exacerbates lung disease, increases strokes and heart attacks. Climate anxiety is affecting mental health. The regional plan must include the City of Flagstaff's goal of reaching carbon neutrality by 2030, and any future development must comply with this goal. We can no longer knowingly contribute to climate change that harms our community. We need bold action now.	Goal CA.a (but placed on 1-10)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON451	Nicole Walker	Flagstaff is a unique place. It has a sustaining university, a solid scientific research industry, some manufacturing, and a tourist business. Each of these is successful because of place. People choose NAU because of its location. Much of the research done here is environmentally based. Tourists come for the wilderness. It will take much effort to sustain this unique place but it is worth the effort. Business can't be the only guiding principle but even if it is, the businesses located here rely on smart growth, careful transportation, and an understanding that Flagstaff is on the cutting edge of environmental preservation. Which must reach carbon neutrality by 2030 to secure Flagstaff's prominent, beautiful, and unique position.	Goal CA.a (but placed on 1-10)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON399	Mark James	In multiple areas in this document there is implied that the environment must be protected but without stating clearly that we have committed to being carbon neutral by 2030. This has a variety of implications that must be kept as a guiding light as we move forward. The challenge is great but the dire consequences are greater. Let us set an example for what is possible and not concede to what we have denied for too long. Reach for the sky.	Goal CA.a (but placed on 1-12)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON550	kiley	I don’t see any mention of carbon neutrality by 2030 in this plan. This goal should be at the center of any planning work taking place. All new developments should be required to take this goal into consideration and should be re-evaluated if they hinder it. Please do not take a step backwards, especially at such a critical moment.	Goal CA.a (but placed on 1-3)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON552	David Myers	Flagstaff is committed to being carbon neutral by 2030, but I don't see much if any support for this goal in the Land Use Plan. This is an overriding goal and all phases (chapters) of the Flagstaff Land Use Plan should make this goal/outcome clear and should address how to support this overriding goal of carbon neutrality by 2030. Thank you.	Goal CA.a (but placed on Ch 2 cover page)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON401	Tracy Scheinkman	For a number of years the City of Flagstaff has had two very important goals expressed in their regional plan: to reach Net Zero and to make sure that any new development contribute towards that goal. For some unknown reason (lobbyists for industry) these are no longer present in the new draft. Put them back in! As a person who built my own house with solar on a shoestring, I can tell you that it is actually a cost SAVINGS to do this. My house now saves me money each month, I'm also now powering my PHEV car from my solar. This is why schools and government buildings everywhere are going solar (or wind) over the long term it SAVES money. Short-sightedness should not be part of Flagstaff. By removing these important items you are going backward. Don't do that. Add these statements back in to the plan.	Goal CA.a (but placed on chapter 1 illustration)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON346	Dr. Stefan Sommer	As currently written this new Regional Plan no longer contains language supporting or even stating Flagstaff's goal of net zero by 2030!!!! This needs to be stated in bold letters in the Introduction and in every chapter of the plan. Our current Regional Plan has two critically important statements that need to be carried forward into every chapter of the the new Plan: 1)The City of Flagstaff's goal is to be carbon neutral by 2030 2)Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (but placed on cover)	3-18	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.
ON397	Terry White	Please add in the following: 1. The city of Flagstaff's goal is to be carbon neutral by 2030. ; and 2. Any nee development proposals need to help the City of Flagstaff reach that goal.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON398	Betsy Harter	It is disturbing to see that there is no plan around carbon neutrality in this draft! Please revise to continue the hard work underway for Flagstaff to reach this goal by 2030 including incorporating the need for development plans to be in accordance with this goal.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON402	Brendan O'Brien	The City of Flagstaff's carbon neutrality plan, as agreed upon in the past, must be central to its goals in years to come. The environmental protections surrounding Flagstaff are one of the biggest reasons drawing people to the area, both to visit and to live. The carbon neutrality plan, although it didn't go far enough, was an acknowledgement of this fact specifically and more broadly of the dependence of human societies on stable natural environments. Removing language (and specific plans) relating to reducing carbon emissions is extremely short-sighted. Please put these goals central in the regional plan.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON407	Libby Stortz	The new version of the Regional Plan is up for final review. City planners have left out the two most important goals: language stating Flagstaff's goal of net zero by 2030 (which should be in bold letters in the Introduction and in every chapter of the plan) and; all new development proposals need to help the City of Flagstaff reach that goal. Please don't step back from these two very important goals in the Regional Plan.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON408	Lindsay Mauss	PLEASE restore the net zero by 2030 goals for our city! We MUST continue to push for environmental protection and protect our beautiful city. Flagstaff is so rich with nature, please do not let it be destroyed. The two goals I would like to see included are: 1. The City of Flagstaff's goal is to be carbon neutral by 2030 2. Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON412	Troy Horton	Our children deserve a livable World. The City of Flagstaff's goal is to be carbon neutral by 2030 Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON415	Rosemary Logan	I don't see these two important goals stated anywhere in this plan: 1. The City of Flagstaff's goal into be carbon neutral by 2030 2. Any new development proposals need to help the City of Flagstaff reach that goal Perhaps I have missed them?	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON419	Jessica H.	Please include the following two goals in the introduction and in each chapter of the document: 1. The City of Flagstaff's goal is to be carbon neutral by 2030 2. Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON443	Harlan	I am born and raised in Flagstaff and have lived here now for 45 years. I have seen Flagstaff explode in growth and development. Much of this development has drastically changed the skyline, the character, and the charm that this mountain ton has to offer. Moving forward, Flagstaff needs to implement sustainable and smart growth in order to maintain and preserve what is still left of this community. In addition to this, implementation of the following two items is in my opinion mandatory to set some regulation on the large growth and development companies that are flooding into this town with the sole purpose of making money, without a care for how it is changing the face of this town. Please reinstate and put back the following into the regional plan: -The City of Flagstaff's goal is to be carbon neutral by 2030 -Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON445	Carly	Our current Regional Plan has two critically important statements that need to be carried forward into every chapter of the new Plan: The City of Flagstaff's goal is to be carbon neutral by 2030 Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON446	Tina	Please restore the net zero goal. We need to become a carbon-neutral community and light the way for others.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON484	Megan Quinn	Carbon neutrality by 2030 is very important to me as a Flagstaff resident. I am a graduate student at NAU studying wildfire, and I am concerned about my future and future of all people in the southwest related to heat, fire, and drought. I am asking that the two goals 1. The City of Flagstaff's goal is to be carbon neutral by 2030 and 2. Any new development proposals need to help the City of Flagstaff reach that goal, be prominently stated in the introduction and in each chapter of the document.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON547	Libby Stortz	The Regional Plan MUST include the Climate goals as stated in the current plan. This is the will of the people of Flagstaff and we demand you stick with the plan.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON553	John Malone	It is of critical importance that two statements be included in Flagstaff's Regional Plan: 1. The City of Flagstaff's goal is to be carbon neutral by 2030. 2. Any new development proposals need to help the City of Flagstaff reach the goal of carbon neutrality by 2030.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON575	Rick Moore	The regional plan should include the following two goals that are included in the Flagstaff Carbon Neutrality Plan: 1: The City of Flagstaff's goal is to be carbon neutral by 2030 2: Any new development proposals need to help the City of Flagstaff reach that goal Without these the regional plan does little to create a vision for how we should deal with the most important issue of our time. The second goal is particularly important.	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON640	Lyla Yango	Dear Flagstaff City Council and Mayor, I am a junior in high school, and I am writing because I am scared for Flagstaff's future in light of environmental damage. These two goals must be included in the new plan: 1. The City of Flagstaff's goal is to be carbon neutral by 2030 2. Any new development proposals need to help the City of Flagstaff reach that goal This is so important for Flagstaff's livability and vitality, and as a young person this is of utmost concern. Thank you, Lyla Yango	Goal CA.a (but placed on cover)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON652	Aneeka	Please include specific language referencing Flagstaff's goal of reaching carbon neutrality by 2030. When you have a massive overarching plan (such as this one) that is meant to act as direction for many things connected to causing and mitigating climate change, it is incredibly important to mention highly specific goals so that they do not get lost as time goes on. Having a goal does not mean much if nothing is done to reach the goal, and many aspects of this plan can help Flagstaff reach its goal of carbon neutrality. Specifically addressing that this plan should help Flagstaff reach its goal of carbon neutrality by 2030 is a simple but powerful addition to the plan. Thank you for the opportunity to provide input.	Goal CA.a (but placed on p. 3-1)	3-18	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.
ON422	Ellen	What about the goal of Carbon Neutrality?	Goal CA.a (but placed on page 2)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON405	Noah Humphrey	Quite unfortunate to see no included language about climate action and a 2030 net goal in the regional plan. What makes Flagstaff a fantastic place is being nestled in the largest Ponderosa Pine stand in the world. How about prioritizing what makes the place great for the long run!	Goal CA.a (but placed on page 3)	3-18	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.

Comment ID	User name	Comment	Comment Location	Page	Response
ON441	Aden	I am writing to express my concern about the new Flagstaff Regional Plan, which, as currently drafted, represents a significant step backward in terms of our city's environmental goals. Specifically, I am alarmed that the crucial goal of achieving carbon neutrality by 2030, which is a cornerstone of our current Regional Plan, has been removed. The City of Flagstaff's goal of reaching net-zero carbon emissions by 2030 is not just a lofty ideal—it's a critical commitment to ensuring a sustainable, resilient future for our community. This goal needs to be prominently reaffirmed in the new plan, in bold letters, at the very start and in every chapter. Without this guiding principle, the new Regional Plan risks failing to hold our city accountable to its climate promises and compromises our long-term sustainability efforts. In addition to the overall commitment to carbon neutrality, the new plan must carry forward two key statements from the current Regional Plan: The City of Flagstaff's goal is to be carbon neutral by 2030. Any new development proposals must help the City of Flagstaff reach that goal. These principles are essential in ensuring that our growth and development align with our environmental objectives. It is vital that every decision—whether related to infrastructure, housing, transportation, or energy use—be measured against this critical goal. I strongly urge you to incorporate these changes and bring the Regional Plan in line with Flagstaff's climate commitments. This is not just about planning for growth—it's about planning for a sustainable, livable future for generations to come. Thank you for your attention to this matter. I look forward to seeing these important changes reflected in the final draft of the Regional Plan.	Goal CA.a (but placed on page 3)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON549	Bryan Bates	Science: to know by testing. The science of the climate emergency is clear and is not in dispute. Scientists determined in mid-1800's that CO2 and other compounds hold heat. The only way to reduce climate gasses is for citizens of industrial countries and industrial businesses to reduce their energy use. It is a crime against current youth and future generations for Flagstaff to capitulate on our current goals of: 1) The City of Flagstaff's goal is to be carbon neutral by 2030 2) Any new development proposals need to help the City of Flagstaff reach that goal. These goals are essential to future generations and need to remain part of our comprehensive plan. It is your responsibility as a city employee and/or plan writer to make certain that we continue our commitment. Only with local action can we reduce the climate emergency globally. I beseech you to return to our commitment to reducing Flagstaff's carbon emissions by maintaining our current commitment to reduced emissions. Bryan Bates, CCC Emeritus Science Professor and naturalist for National Geographic, Smithsonian and other organizations.	Goal CA.a (but placed on page 3)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.
ON404	Kristin	Hi, There had previously been a goal related to carbon neutrality by 2030. I am not seeing this in here now. I am also not seeing anything about planning for carbon neutrality when considering new development. May I suggest this previous goal be considered and put back in the plan for the city of Flagstaff?	Goal CA.a (placed on p. 3-1)	3-18	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.
ON449	Kay Bordwell	We must put in the forefront our goal of carbon neutral by 2030 in each chapter of this document. It is imperative that we inform the citizens of Flagstaff and the surrounding areas that containing global warming with reduced CO2 and methane emissions is necessary for future generations and the survival of a livable world. We already see the results of catastrophic climate and the costs of those events.	Goal CA.a (placed on p.3-1)	3-18	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. A Climate Emergency call-out box was also added to Ch.1.

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ON444	Sherri Gallagher	I agree with the above statement: 1)The City of Flagstaff's goal is to be carbon neutral by 2030 2) Any new development proposals need to help the City of Flagstaff reach that goal	Goal CA.a (Reply to ON346)	3-18	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.
ON409	Scott Goetz	I agree with this point as well. Best not to lose sight of this objective.	Goal CA.a (Reply to ON444)	3-18	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.
ON638	Amy Bourne	I echo Shelly Gordon's comments about the inadequacy of aligning ourselves with APS's goal to achieve carbon neutrality by 2050. According to the United Nations, we are heading to dire straits very soon as regards to climate change. Flagstaff is a leader town that has been a pioneer in its planetary studies and natural explorations--so should we not also be a trailblazing town when it comes to carbon emission reductions? The Flagstaff City Council's removal of its non-binding Net Zero by 2030 goal is foreboding indeed, as this is the wrong direction. We should be seriously considering participation in CCE/CCA studies such as those done by other cities in the country even before such legislation passed in 10 states, so that we are prepared to offer true (and ideally local) energy source alternatives to residents ASAP.	Goal CA.a, referencing ON544	3-18	The goal of carbon neutrality by 203 has not been removed. It was included in a plan that also had a end date of 2030. For a plan that extends to 2045. The goal says achieve and maintain carbon neutrality.
W32		Fix goal formatting for consistency	Goal CA.b	3-18	Edit made.
CM171	Sustainability Commission	Please review this goal and edit as needed to ensure it aligns energy policy with the CNP.	Goal E	3-18	Done. No change. See the policy cross walk with the Carbon Neutrality plan.
ON1185	Laura Huenneke	"...the Region's PRODUCTION AND use of renewable energy sources..."	Goal E	3-18	Production is the focus of Policy E.1.
ON314	Michele James	Increase and diversity the Region's use of renewable energy...	Goal E	3-18	Edit made.
ON776	Val Bryant	Add "production of and" use of	Goal E	3-18	Production is the focus of E.1.
ON94	John Saltonstall	Diversify energy resources and increase the Region's use of ...	Goal E	3-18	Revised to "The Region increases and diversifies..."
ON1210	Erin Mahan	This is a necessary addition considering the solar on Hwy 89	Goal E, reply to ON1185	3-18	Production is the focus of Policy E.1.

Comment ID	User name	Comment	Comment Location	Page	Response
CM219	Sustainability Commission	How will this be measured? More specificity on how this will be achieved...renewable energy, electrifying, retrofitting, etc.	Policy CA.1	3-18	This is better addressed in the CNP.
L144	Equity Climate Advisory Group	We suggest stronger language be used towards a committed “disinvest in fossil fuels and invest in alternatives to reduce...” More language around divesting from fossil fuel needs to be implemented, with consideration of alternatives.	Policy CA.1	3-18	The plan makes no investments directly and therefore divesting is not appropriate.
ON436	Bruce Edward Fox	This seems somewhat contrary to the goal of expanding the use of the airport	Policy CA.1	3-18	Policy CA.3 (formerly CA.6) was edited to include aircraft electrification.
L183	Equity Climate Advisory Group	Policy CA.2: Stronger language, “Identify and implement opportunities...”Instead of food desert, use food apartheid. Need stronger language instead of addressing food insecurity, as people in the community are already doing so	Policy CA.2	3-18	This policy was deleted as it is redundant with multiple other policies.
ON1237	Bryce	I don't understand the connection between climate resilience and food deserts. How are these related?	Policy CA.2	3-18	This policy was deleted.
ON495	Sara Sprague	Suggest stronger language, such as "identify and implement..." Instead of using food desert, I would suggest using food apartheid.	Policy CA.2	3-18	This policy was deleted.
ON496	Sara Sprague	Need stronger language instead of just addressing. What actions will be taken? Perhaps ameliorate is a better word...	Policy CA.2	3-18	This policy was deleted.

Comment ID	User name	Comment	Comment Location	Page	Response
ON830	Laura Huenneke	Policy CA.2 could/should include "preparation for and mitigation of vulnerability to extreme climatic events such as fire, post-fire flooding, or extremes of temperature or precipitation."	Policy CA.2	3-18	This policy was deleted. See revised R goal and policies.
L155	Equity Climate Advisory Group	“Reduce energy consumption, increase efficiency, and reduce the carbon footprint in new and existing buildings within the Region to increase livability and sustainability.” The term “carbon footprint” although intuitive to understand, was coined by big oil companies in an attempt to deflect environmental responsibility onto the individual whilst ignoring the massively larger scale at which corporations contribute to climate crises. The message of this policy is still portrayed adequately, yet this could use some social reframing on the significant impacts of corporations over individuals. More emphasis and action should be on the system, not the individual.	Policy CA.3	3-18	Changed to "carbon footprint of new and existing buildings..." to clarify that it is not referring to individuals' carbon footprints. Note that this policy was relabeled as CA.2.
ON1168	Erica Rackley	I suggest replacing "the carbon footprint" (a vague term of dubious origins) with "the carbon emissions and embodied carbon" (two measurable quantities with specific definitions). Or, simply replace with "the carbon emissions."	Policy CA.3	3-18	Changed to "carbon footprint of new and existing buildings..." to clarify that it is not referring to individuals' carbon footprints. Note that this policy was relabeled as CA.2.
ON741	Emily	Hot water is a significant source of ghg emissions. Specifically adding water efficiency would be beneficial to this section	Policy CA.3	3-18	This connection is made in Ch.9. Water efficiency is addressed by the WR policies.
CM220	Sustainability Commission	Change to require when possible, not encourage. Maybe add examples too (solar panels, energy storage, community energy systems, etc.	Policy E.1	3-18	The plan cannot require something of all development because it is not code.

Comment ID	User name	Comment	Comment Location	Page	Response
CM56	Commission on Inclusion & Adaptive Living	“Provide sustainable, accessible and…”	Goal I	3-19	No change, covered by "to serve all population areas and demographics."
CM58	Commission on Inclusion & Adaptive Living	“Provide high quality, ADA compliant…”	Goal PS	3-19	Added "public safety services… for all."
ON831	Laura Huenneke	Does encouragement/provision of mechanisms for emergency communications fit in here somewhere? The one policy dealing with physical access in rights-of-way doesn't speak to this component of providing high-quality emergency response and public safety.	Goal PS	3-19	This is too specific for the Regional Plan and does not have a connection to land use.
CM204	Sustainability Commission	"Prioritize infrastructure projects that integrate climate resilience strategies, such as green infrastructure and climate-adaptive designs, to mitigate the impacts of extreme weather events, including flooding and heatwaves."	I new policy	3-19	Added DP.5 on nature-based infrastructure solutions.
ON378	Keith	Need to add something in here for identification/evacuation/transportation for the differently-abled residents. Many do not have their own transportation. Need some kind of emergency public evacuation transportation. Need a way or system where differently-abled residents to register for emergency evacuation needs.	IPS goals and policies	3-19	These topics are covered in the Multijurisdictional Hazard Mitigation Plan which is introduced on p. 11-3.
ON1170	Erica Rackley	remove this comma	IPS goals and policies description	3-19	Edit made, this section was revised and moved to page 3-17.
L185	Equity Climate Advisory Group	Policy I.1: This should include the environmental with the social and economic systems	Policy I.1	3-19	Not accepted, there is a different policy about nature based solutions (DP.5). This policy was rewritten and relabeled as I.2.
ON497	Sara Sprague	Include "environmental"	Policy I.1	3-19	Not accepted, there is a different policy about nature based solutions (DP.5). This policy was rewritten and relabeled as I.2.
W33		Accessibility	Policy I.1	3-19	Policy I.1 was deleted.
CM57	Commission on Inclusion & Adaptive Living	“…projects that facilitate affordable and accessible housing…”	Policy I.2	3-19	No change, the emphasis is on affordable housing for this policy. Note that this policy was relabeled I.1.

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L164	Equity Climate Advisory Group	There needs to be better infrastructure for various facets of agriculture and funding to implement. This can start to support economic development, support our environment, and community in a myriad of ways. We need to have sustainable infrastructure dedicated to supporting communities and efforts towards food justice, and addressing food insecurity and community food insecurity to some degree. Such efforts bolster community collaborations and educational opportunities for people to engage in.	Policy I.2	3-19	The type of infrastructure discussed here is not related to food systems. See DP.6 (formerly DP.12) and HE.5. Note that this policy was relabeled I.1.
ON1026	Zenya Ledermann	Add food insecurity and agriculture operations!	Policy I.2	3-19	The type of infrastructure discussed here is not related to food systems. See new DP.6 (formerly DP.12) and HE.5. Note that this policy was relabeled I.1.
ON1065	Nick Zachary	Seeing folks comment on the addition of agricultural infrastructure and solid waste management - the city should implement a "green" waste collection and compost production program. So much goes to the landfill when it shouldn't be waste at all! This is a way to close the loop, divert waste and excessive ghg emissions, and support local agriculture.	Policy I.2	3-19	This is covered by the Ch.11 action item on becoming a zero waste city.
ON315	Michele James	Include needed infrastructure for agriculture. Add bullet to address economic development of agriculture and food. The city should develop a regional approach.!	Policy I.2	3-19	The type of infrastructure discussed here is not related to food systems. See new DP.6 (formerly DP.12) and HE.5. Note that this policy was relabeled I.1.
ON777	Val Bryant	Would it be good to add "solid waste infrastructure" here?	Policy I.2	3-19	Policy CA.5 was added on reducing waste in development. Solid waste is also addressed in the Ch.11 action items. The focus is on reducing waste rather than the capital project side.
ON96	Sara	Needs to include food security, food systems, and infrastructure improvements and coding for urban agriculture.	Policy I.2	3-19	The type of infrastructure discussed here is not related to food systems. See new DP.6 (formerly DP.12) and HE.5. Note that this policy was relabeled I.1.
ON1027	Zenya Ledermann	Food security*	Policy I.2, reply to ON1026	3-19	No change.

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L188	Equity Climate Advisory Group	“policy PS 1: Ensure adequate access on public rights-of-way for emergency response and well-maintained evacuation routes for public safety while managing the daily risks for public safety in transportation rights-of-way.” Not clear on what exactly this entails, possible need to address equity standpoint of how varying communities either benefit to some or impose detriment on others.	Policy PS.1	3-19	This is not intended to be an equity issue directly. It is about public safety.
ON387	Sat Best	insert ",native plant communities"	Policy R.2	3-19	Native plants are addressed in Policy RS.7 (formerly RS.9).
CM55	Commission on Inclusion & Adaptive Living	“…response for all community members to all hazards.”	Policy R.3	3-19	Edit made.
ON437	Bruce Edward Fox	Only 1 policy here? What about resources, such as equipment and workforce? Links to transportation network, especially to streets and roads. Cooperation among governmental agencies?	PS goals and policies	3-19	Added PS.2 on fire risk. These suggestions are either covered by other policies, action items, or don't have a direct connection to land use.
CM221	Sustainability Commission	Add in language about preparedness for climate-related events.	PS new policy	3-19	Covered by revised R policies.
ON260	Steven	What about a goal for multiple fire escape roads? Maybe this would be in transportation section. For example, a road from Mount Elden Estates through Lockett Meadows for fire escape route other than Mount Elden Lookout Road?	R goals and policies	3-19	This is covered by PS.1 and Ch. 11 action items.
ON391	Sat Best	Policy R.4: Work actively with the Forest Service and other partners to achieve forest restoration goals that will reduce the danger of fires and the associated flooding.	R goals and policies	3-19	Added R.5.
ON95	Tyler	Policy suggestion: disincentivize future development in areas at high risk of catastrophic fire and flood events Alternatively, focus development in areas at low risk of catastrophic fire and flood events?	Resilience Goals and Policies	3-19	Added CA.6, R.5, and PS.2 that speak to areas where density should be supported and reducing risk.

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ON1249	Nat	Reality is that with the Plan's six themes and five objectives, of which three of the latter are directed towards housing, it will always be a matter of weighted opinion as to what will 'move forward Regional Plan priorities. Housing will dominate over the others in the implementation and I do not believe that is the community sentiment. Yes, lower cost of living strongly influenced by housing costs is a community concern, but I am unaware of Flagstaff specific data-based proof that the three housing 'objectives' of the plan will accomplish significantly lower prices. There is evidence to the contrary. However, the cost of emphasizing housing and associated facilitating code changes can impact negatively the other objectives and themes. How can this be rectified at this late date? My suggestion is that references and phrases relating to the plan's themes and objectives be incorporated in all the chapter introductions and appropriate goals and policies. This would remind staff, developers, P&Z, and City Council that it need not be all about housing. This would also help give the plan more coherence, a unified whole.	"Where 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"	3-2	The priorities were revised and clarified (objectives were not intended as a separate category). Themes were deleted. A new priority was added for a healthy economy. The priorities were divided into two core priorities and four complementary priorities. The goals/policies were reorganized by priorities.
L181	Equity Climate Advisory Group	Include urban agriculture or community garden spaces/access to green spaces within Policy DP.2; 3; 4; 5; 6	DP goals and policies	3-2	DP.6 (formerly DP.12) covers urban agriculture.
CM130	Sustainability Commission	"Support incremental development by supporting small-scale, mixed-use projects that can be developed over time, increasing community resilience, allowing for organic growth and adaptation to community needs."	DP new policy	3-2	DP policies were rewritten, see DP.4.
CM131	Sustainability Commission	"Encourage the conversion of underutilized parking lots into multi-use developments, including residential units, shops, and community spaces, to promote higher-density, walkable neighborhoods.	DP new policy	3-2	Added PK.2.
CM132	Sustainability Commission	"Encourage clustered development that promotes climate resilience, reduces service and utility costs, incorporates nature-based solutions like green infrastructure and urban forests, and supports net-zero emissions and carbon-neutral infrastructure through renewable energy and building electrification. These are beneficial for both environmental and community health."	DP new policy	3-2	Added DP.5 on nature-based infrastructure solutions. See Ch.4 guidelines for cluster development.
CM226	Sustainability Commission	Prioritize designs that incorporate green infrastructure, public transit access, and sustainable building practices to enhance livability, reduce car dependency, and contribute to climate resilience.	DP new policy	3-2	Added DP.5 on nature-based infrastructure solutions.
IP199	NULL	I like this emphasis of filling in "Growing what we have"	Policy DP.2	3-2	Note this policy was revised and became I.1.

Comment ID	User name	Comment	Comment Location	Page	Response
ON48	Marilyn	Does this mean encouraging the city to update and enlarge the capacity of water and sewer services in existing neighborhoods to encourage density? So the public is expected to pay the costs of these improvements so private developers won't have to? This should be spelled out so the public understands what is being proposed here. The question of who pays for desirable development that stands to produce profit for some doesn't seem to be discussed in this plan so far.	Policy DP.2	3-2	This policy was revised as I.1. The CD goal and policies include diversifying strategies for funding infrastructure development. The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time. Policy I.1 supports prioritizing capital improvement projects that facilitate infill and the CD.2 discusses reducing the costs of development for affordable/attainable housing. Code determines the requirements for ADUs. State law requires that the City allow 2 Adus on all single family zoned properties and limits the restrictions that can be made on ADUs. This policy was rewritten as DP.2, but the CAP project will help inform the changes that are needed in Code.
IP190	NULL	Because parcels are already so expensive its very challenging for small scale developers to accomplish the infill encouraged here. Parking minimums contribute greatly to this unaffordability.	Policy DP.3	3-2	
IP191	NULL	Agree with this comments. (small-scale development) What are the resources that could be provided to create this opportunities for small-scale development?	Policy DP.3	3-2	
IP192	NULL	ADUs must be appropriate to the area. How will they be affordable?	Policy DP.3	3-2	
IP193	NULL	How will zoning and building codes change to support this?	Policy DP.3	3-2	

Comment ID	User name	Comment	Comment Location	Page	Response
IP194	NULL	Will the city provide resources to help w/ the cost of creating middle housing? Like providing pre-approved ADU plans.	Policy DP.3	3-2	Policy I.1 supports prioritizing capital improvement projects that facilitate infill and the CD.2 discusses reducing the costs of development for affordable/attainable housing. There is a city project on ADU plans, see the city's website for more details.
ON1093	david r	Again, unless the issues of short term rentals and second homes is addressed (read discouraged or restricted). these may not address housing affordability or availability for Flagstaff residents.	Policy DP.3	3-2	Added new Policy DP.3 which mentions short-term rental regulations.
ON1134	Erica Rackley	consider defining "missing middle"... though maybe this is in the glossary?	Policy DP.3	3-2	"Middle Housing" is in the glossary.
ON348	Sat Best	Add "Design review of increased density projects should respect the character of the existing neighborhood.'	Policy DP.3	3-2	Added Best Practices for Creating a Sense of Place.
ON47	Celia Barotz	How does the Townsite overlay district interface with the Regional Plan and the Zoning Code?	Policy DP.3	3-2	The Townsite Overlay was considered in the development of the FGI. The overlay is applied with the Zoning Code for projects in the district.
ON53	Dana	Very concerned with zoning code enforcement or lack of. Density can bring bad behavior and city code enforcement is lacking	Policy DP.3	3-2	Code enforcement is outside the scope of the Regional Plan. This is an unsupported claim.
ON54	Cemetra	How exactly does denser housing encourage "bad behavior"? From everything I've heard, it fosters more tightly knit communities that Discourage bad behavior, as people are more likely to recognize Each other.	Policy DP.3 (Reply to ON53)	3-2	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
IP195	NULL	Flagstaff's "urban" neighborhoods have to be built as such, not redeveloped into urban.	Policy DP.4	3-2	This policy was deleted. See the Future Growth Illustration for where urban neighborhoods are designated. They were chosen with the idea that they could develop into an urban environment if not already urban.
L74	Scott Roberts	Code Adjustments / Page 3-2 Policy DR.4: oÂllowance for ADUs: Consider allowing accessory dwelling units (ADUs) by right for any single-family home to increase affordable housing stock and enable homeowners to have rentals to offset their mortgage expenses. oManufactured and Factory-Built Housing: Consider permitting manufactured and factory-built housing in a wider variety of zoning categories. These types of housing can be more affordable than site-built homes, and many municipalities across the country allow them in various residential zoning categories. oLot Sizes: Allow lot sizes as small as 1,500 square feet for higher density residential zoning. Greater flexibility in setbacks, lot coverage, and lot sizes will be key to creating more interesting and attainable housing.	Policy DP.4	3-2	The Regional Plan does not get to this level of specificity on code recommendations. ADUs are allowed for residential zones, plus commercial zones with a SFH. In the Table of Zoning Compatibility, the MH zone was added for Urban Neighborhood.
ON1020	Krista Ames-Cook	In Suburban Neighborhoods, we should NOT be encouraging or enabling density in housing or businesses. People live in the Flagstaff area because they like the open spaces and distance between houses.	Policy DP.5	3-2	This policy was deleted. The plan does support increasing density in Suburban Neighborhoods. See SN guidelines on p. 4-11.
W17		fixed route - transit can be supported when it becomes available	Policy DP.5	3-2	This policy was deleted. See new policy TR.2 and Suburban Neighborhood guidelines in Ch.4.
ON429	Bruce Edward Fox	How defined?	Policy DP.5 - "Suburban Neighborhoods"	3-2	The FGI and Land Use Framework in Ch.4 define Suburban Neighborhoods. Note that this policy was deleted.
ON1136	Erica Rackley	Who defines or decides what is an "appropriate location"? Can this term be more specific?	Policy DP.6	3-2	This policy was deleted. See guidelines in Ch.4 for more on cluster development.
ON623	Bryan Bates	Include and reference a map that would distinguish the different regional types of neighborhoods.	Policy DP.6	3-2	See the Future Growth Illustration in Ch.4.

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W18		hub with work capabilities	Policy DP.6	3-2	This policy was deleted.
IP196	NULL	At time of development required or in a plan near future	Policy DP.7	3-2	This was rewritten and moved to the Suburban Neighborhood guidelines on p. 4-31.
ON46	Celia Barotz	I suggest saying, "...support transit" rather than transit supportive.	Policy DP.7	3-2	This policy was rewritten and became a Suburban Neighborhood guideline on p. 4-31.
ON50	Celia Barotz	I understand now that transit-supportive is an industry term and explained on page 4-13.	Policy DP.7	3-2	Note that the DP policies were revised and no longer use the term "transit-supportive," though it is used in Ch.4.
CM208	Sustainability Commission	Change "encourage" to "require when possible". Also add in before "corridors" something like "sustainable design principles, such as corridors"	Policy DP.8	3-2	This policy was deleted. The plan cannot make requirements except for the UGB.
ON1195	Autumn Montoya	Cul-de-sacs are often perceived as safter streets for children to play on as they often have less/slower traffic. I find it interesting that they would be perceived as 'exclusive' rather than safer.	Policy DP.9	3-2	This policy became a guideline on p. 4-14. Quieter, low-traffic roads can be safer, but it is possible to have quiet roads with better connectivity, that facilitate multimodal travel more than a cul-de-sac pattern does.
ON252	Steven	What about cul-de-sacs as a safe place for children playing?	Policy DP.9	3-2	This policy became a guideline on p. 4-14. Quieter, low-traffic roads can be safer, but it is possible to have quiet roads with better connectivity, that facilitate multimodal travel more than a cul-de-sac pattern does.
ON381	Celia Barotz	I suggest considering changing this language so it is clear that both both cul-de-sacs and gated communities are discouraged.	Policy DP.9	3-2	Staff believes this language is clear. Note that this policy became a guideline on p. 4-14.

Comment ID	User name	Comment	Comment Location	Page	Response
ON49	Marilyn	Thank you for having a policy objective that discourages gated communities.	Policy DP.9	3-2	Note that this policy became a guideline on p. 4-14.
ON625	Bryan Bates	Within the context of more dense habitation, we need to preserve open space for our sanity and biodiversity.	Policy DP.9	3-2	This is covered by the OS policies and also mentioned in Ch.4 guidelines.
W19		lack of sidewalks	Policy DP.9	3-2	Covered by policy TS.3a (formerly MT.2a).
ON690	Valerie Piet	If I'm reading this, cul-de-sacs are not promoting interconnectivity, and increase vehicle miles traveled. So we should discourage them. (which I agree with)	Policy DP.9 (Reply to ON51)	3-2	Correct, note that this policy became a guideline on p. 4-14.
ON251	Steven	I agree with not encouraging gated communities, although we already have Forest Highlands, Flagstaff Ranch, and Pine Canyon gated communities that will be continuing to grow and are primarily second home communities. They are certainly counter to affordable, workforce housing.	Policy DP.9 (Reply to ON690)	3-2	Note that this policy became a guideline on p. 4-14.
ON1132	Erica Rackley	Whether here or in a different part of the document (whichever is appropriate), I recommend defining "meaningfully engage."	Policy GM.2, reply to ON1007	3-2	Policy GM.2 was deleted.
IP202	NULL	ED does not matter if potential employees cannot afford to live here. So ED should be proportioned to available housing.	Goal ED	3-3	Housing affordability was made a core priority, while a healthy economy is a complementary priority. ED.3 (formerly ED.6) addresses workforce housing.
ON1006	Celia Barotz	Can you explain what this means and how hypothetically it could be achieved?	Goal ED	3-3	The Employment District and University & Research District land use categories are a mechanism by which land for employment and manufacturing is maintained and cannot be rezoned to residential without a plan amendment.
W20		Fix goal formatting for consistency	Goal ED	3-3	Goals and policies were reformatted.

Comment ID	User name	Comment	Comment Location	Page	Response
IP210	NULL	Parking minimums make housing unaffordable	Goal HA	3-3	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
ON343	Michele James	Include the thumbnail for Community Character & Aesthetics as well!	Goal HA	3-3	Themes were deleted.
ON61	John Saltonstall	"Maximize the diversity of housing options"	Goal HA	3-3	This goal was revised.
ON681	Sat Best	There are 3 types of housing defined in the Glossary on page G-3: affordable (subsidized), employee (related to an employer) and attainable (market based). Only attainable is mentioned in this section. Has research been done to support the idea that we can build our way out of the housing crisis?	Goal HA	3-3	Policy HA.1 specifies "affordable" units, and policies HA.4 and HA.6 on affordable units were added.
CM138	Sustainability Commission	What does maintaining neighborhoods of character safety and connection mean?	Goal NE	3-3	This goal was revised and no longer incorporates this phrase.
CM41	Commission on Inclusion & Adaptive Living	“Maintain neighborhoods of character, safety, accessibility and...”	Goal NE	3-3	This goal was revised and includes accessibility.
ON1004	Celia Barotz	What is a neighborhood of character? How is this defined?	Goal NE	3-3	This goal was revised and no longer incorporates this phrase.
ON1171	Sandra	Please say more about the commitment to neighborhood character. This phrase is underdeveloped throughout the document and yet it is crucial to the overarching value of "sense of place" and quality of life.	Goal NE	3-3	This goal was rewritten and no longer includes this phrase. Best Practices for Creating a Sense of Place were added.
ON55	Celia Barotz	I suggest saying, "Maintain neighborhood character, safety, and connection while..."	Goal NE	3-3	This goal was revised.
ON390	Celia Barotz	I can see that this goal will conflict with potential zoning code changes aimed at allowing more density in urban areas of the city.	Goal NE	3-3	This goal was revised.

Comment ID	User name	Comment	Comment Location	Page	Response
ON350	Sat Best	We are more like Aspen than Minneapolis. The important question here is whether the supply and demand model is going to help our housing crisis. Are we assuming here, or has the City done research on this? Supply is what we can build, and I think we're building as fast as we can now. Demand is local, 5 million people 2 hours away in the fastest growing county in the country (Maricopa), and 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" and "employee housing" solutions.	HA goals and policies	3-3	Yes, scenario modeling indicated that increasing our housing supply would result in more affordability. More content on scenario planning was added in Ch.1 and Ch.4. Policy DP.3 was added, which mentions future legislative changes for short-term rental regulations.
CM136	Sustainability Commission	"Promote sustainable housing for under-resourced communities, ensuring all housing developments incorporate climate resilience measures such as energy efficiency, renewable energy integration, and flood mitigation."	HA new policy	3-3	This is covered by NE.6, CA.2, and E.1.
CM137	Sustainability Commission	"Ensure that affordable housing is climate-resilient and water- and energy-efficient, incorporating low-carbon design, passive solar design, renewable energy, rainwater capture, and sustainable building materials."	HA new policy	3-3	This is covered by NE.6, CA policies, E.1 and WR.2.
L186	Equity Climate Advisory Group	“policy ha 1 – Minimize and mitigate displacement of residents and prevent the loss of existing affordable housing units. Policy ha 2 – Expand access to homeownership by incentivizing the development of a variety of housing types, providing resources and programs to support homebuyers, and reducing barriers to homeownership opportunities.” Is the (assuming) financial incentivization for developers to diversify home types more clearly outlined somewhere for transparency?	HA policies	3-3	It is not all incentives and it will be up to elected officials to determine how to implement this language.
IP221	NULL	Rather than talking about density - which has something of a negative connotation - consider other language such as conviviality or high-community areas, etc.	Housing Affordability and Cost of Development New Goals and Policies	3-3	The plan uses the language of density for clarity, but more discussion of the benefits of density was added in Ch.1.
L78	Heather Green	I support the goals and associated policies in this section.	NE goals and policies	3-3	Note that these policies were revised.
ON366	Keith	Add a goal for differently-abled citizens for housing, affordable housing, safe sidewalks (no obstructions), safe street crossings.	NE goals and policies	3-3	Goal NE was revised to include accessibility. Sidewalk safety and crossings are addressed in the revised TS policies.
ON59	Marilyn	Thanks for including these goals.	NE Goals and Policies	3-3	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
L134	Friends of Flagstaff's Future	Provide strategies for addressing the impact of gentrification on equity. (Redevelopment in our most affordable neighborhoods such as Sunnyside will likely increase rents and displace residents who are the most economically vulnerable.)	NE goals, policies, guidelines, action items	3-3	Added NE.1 on equity. Action items in Ch.5 list strategies to address gentrification and displacement.
IP222	NULL	Include and emphasize good design as a requirement of density. If density is paired with good design it will be more easily embraced. - and it will actually be a positive change both in terms of increased housing + beauty. They must be paired.	Neighborhoods and Equity New Goals and Policies	3-3	Added Best Practices for Creating a Sense of Place.
IP223	NULL	Include social, public spaces as a requirement of dense development. These are not the same as "commercial" spares, which are private. Density should naturally lead to more social interaction - but we need to be sure that we design in such a way that beautiful , social gathering spaces, free to the public (and good for all generation) are included.	Neighborhoods and Equity New Goals and Policies	3-3	This is addressed in PROS.4 and Ch.4 guidelines.
IP224	NULL	Delete emphasis on "all housing types" and focus the regional plan on affordable + attainable. We do not have a need for more luxury housing. That's not where the pressure points are.	Neighborhoods and Equity New Goals and Policies	3-3	No change, the policies are intended to be broad, not limiting. The DP policies and Land Use Framework encourage dense, mixed-use housing over luxury housing.
IP225	NULL	Parking minimums make housing unaffordable	Neighborhoods and Equity New Goals and Policies	3-3	The Regional Plan Committee discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
CM209	Sustainability Commission	Include language about energy-efficient designs in civic and natural spaces.	Policy DP.10	3-3	This policy became a guideline in Ch.4. This comment is unclear - how should natural spaces be made energy efficient?
ON340	Michele James	What does this "accessible" mean in this context? Within a 15-minute walk as outlined in the Open Space plan? Define this!	Policy DP.10	3-3	This policy became a guideline on p. 4-14. 10 minute access is stated in the Parks and Open Spaces guidelines (p. 4-26) and other category guidelines include the standard of 1/4 to 1/3 of a mile for connectivity.
ON691	Valerie Piet	accessible via peds, bike, and bus	Policy DP.10	3-3	Edit made. Note that this policy became a guideline in Ch.4.

Comment ID	User name	Comment	Comment Location	Page	Response
L77	Heather Green	I support policy DP.12 because there is a lot of opportunity, success, and momentum in the community for expanding agriculture and food system support. I am glad to see the City encouraging this.	Policy DP.12	3-3	Note that this policy was revised and became DP.6.
ON242	Tyler Denham	I read this policy as encouraging the use of land within city limits for agriculture. I have some background on this topic (degree in Agricultural Engineering) and would not support that. Agriculture generates relatively little value per acre and in an urban area would be wasteful compared to residential, commercial, or industrial uses. This is why you never see significant amounts of agriculture inside / close to cities. An alternative reading of this policy is community gardens. If that's the intent I'm supportive, not for their agricultural value but for their social value - they provide space for residents to gather and socialize.	Policy DP.12	3-3	This policy was revised and relabeled as DP.6. It includes support for other aspects of food systems and food practices, such as community gardens, not exclusively large-scale agriculture. See Ch.5 for further discussion of urban agriculture and community gardens.
ON725	Emily	If small garden plots were implemented within multi-family housing and had cisterns to collect rainwater for those gardens, I'm all for it. But plots of land that have no infrastructure and rely solely on municipal water to grow water-intensive crops - I'm absolutely not in favor. More amendments need added to crops when using municipal water. Most veggies grown require as much water as grass. And growing food in the region that most people are accustomed to eating would absolutely strain our natural resources. I hope to read more about this in the plan that considers these issues in the desire for greater food resiliency.	Policy DP.12	3-3	This policy was revised as DP.6. Water conservation is addressed in WR policies. See the revised food systems section in Ch.5 for more.
ON998	Zenya Ledermann	"Strengthen" rather than "Explore"	Policy DP.12	3-3	Revised to "Expand support..." and relabeled as DP.6.
ON253	Steven	Encouraging community gardens makes some sense. As a gardener and 27 year resident, food gardening in Flagstaff is challenging at best.	Policy DP.12 (Reply to ON242)	3-3	See Ch.5 and Ch.8 for further discussion of community gardens.
ON311	Michele James	I don't agree with this. There are locations toward the edge of the City limits where agriculture on City-owned land may make sense. We need to consider both climate change resilience in the form of increased food security as well as other priorities for the region such as housing. Food security is a valuable use of land even if it's not considered in older economic models. Also, keep in mind that vastly increased growing yield/acre is possible with agricultural infrastructure.	Policy DP.12 (Reply to ON242)	3-3	Note that this policy was revised and relabeled as DP.6

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ON483	Sara Sprague	I believe urban agriculture will become more imperative in the lens of a changing climate, the cost of food, and to address some facets of food security. Prioritizing urban agriculture in city limits in a strategic way can support the local economy, provide social value, and be an opportunity for career development and workforce development amongst youth, young adults, and adults. There are plenty of models throughout the United States where urban agriculture is holistic in approach. Now, how we produce within our food system is multifaceted, and I believe there is room for both urban agriculture zoning and more zoning for community gardens. All levels of engagement are needed and should be considered. Why not both?	Policy DP.12 (Reply to ON311)	3-3	Note that this policy was revised and relabeled as DP.6
ON1225	Bryce	Agree. Inefficient use of land.	Policy DP.12, reply to ON242	3-3	Note that this policy was revised and relabeled as DP.6
ON1046	Nick Zachary	I agree with folks above that food security is going to be a valuable use of land that brings other benefits like green and social spaces. The recently completed Flagstaff & Northern Arizona Community Food Systems Assessment notes the market for locally-grown food and price of land being one of the largest challenges to growers. The city - and other managing agencies of "the region" - should invest in local growers and the community as a whole by designating public land use for public agriculture and providing grants for growing infrastructure. There are lots of areas in the region that are surely not "urban centers," where Tyler's comment above would carry more weight. All urban zones should allow food grown on site to be sold, as is the policy for Agricultural Residential Coconino County zoning.	Policy DP.12, reply to ON311	3-3	Note that this policy was revised and relabeled as DP.6
ON1012	Zenya Ledermann	I agree with Michele and Sara. Food security has an extremely high social value; and especially here in Flagstaff, being able to have more local food is important for supply chain concerns, community resilience, and sustainability. Additionally, while community gardens are great and should be promoted, we also need to strengthen local growers and producers.	Policy DP.12, reply to ON483 and ON311	3-3	Note that this policy was revised and relabeled as DP.6
IP189	NULL	To reduce barriers to small businesses + startups, would allow non-noxious commercial uses in residential areas and get rid of rules that disproportionately impact them (i.e. parking mandates). non-noxious = not loud, not dangerous to human health, etc.	Policy DP.13	3-3	Added HE.6. Note that DP.13 was deleted.
CM210	Sustainability Commission	Instead of "uses", "sustainable uses". Also add at the end language about prioritizing clean industry and renewable energy projects when possible.	Policy ED.1	3-3	This policy was deleted.
ON341	Michele James	and lands suitable for agricultural use.	Policy ED.1	3-3	This policy was deleted.
CM133	Sustainability Commission	What "impacts"? (pollution: noise, air, water, visual, etc.?) what are the specific mitigations.	Policy ED.2	3-3	This policy was deleted.
IP203	NULL	Add airport	Policy ED.2	3-3	This policy was deleted.

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ON57	Marilyn	When you enter a small town on a road that is not an interstate, often you see industrial uses. It is usually not a pleasant introduction to a community. Can we suggest a requirement as part of mitigating impacts, that creates structures or landscaping that hides unpleasant features of some industrial uses, especially in gateway roads to our town?	Policy ED.2	3-3	"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.
ON761	Val Bryant	add "airports"	Policy ED.2	3-3	This policy was deleted.
CM134	Sustainability Commission	Suggested edit with green jobs focus: "Promote a variety of employment uses, with an emphasis on green jobs and sustainable industries, including clean energy, energy efficiency, and environmentally responsible construction practices, to support quality employment opportunities across new and diverse trades and industries."	Policy ED.4	3-3	Added CA.4 and CA.5 on reducing emissions and waste.
ON342	Michele James	Why does this say "especially"? Change this to "including..."	Policy ED.4	3-3	Edit made. This policy was renumbered as ED.1.
ON485	Sara Sprague	What does this pertain to? Suggest including a conversation about urban ag as an area to invest in.	Policy ED.4	3-3	For this policy, specifics can be limiting.
CM211	Sustainability Commission	Add in language about research and development of renewable energy, sustainability technologies, and climate resilience. I am sure this is included under the umbrella of research and dev. but it strengthens it to add in these specifics.	Policy ED.5	3-3	This is covered under the HE goal and policies. Listing specifics can be limiting.
IP200	NULL	How can setting area aside for housing not encroach on future expansion?	Policy ED.6	3-3	This would be determined on a case-by-case basis depending on the employer. Note that this policy was relabeled as ED.3.
ON254	Steven	Are we promoting company housing, such as the Santa Fe Railroad used to provide in Winslow? It this something companies do nowadays?	Policy ED.6	3-3	That is the intent.
ON56	Celia Barotz	Not sure you need to say "the potential for future expansion.." would it be adequate to say "future expansion of employers"?	Policy ED.6	3-3	Changed "of employers" to "by employers" but otherwise, staff considers this language to be clear.
ON726	Emily	Since Flagstaff cannot have inclusionary zoning, providing opportunities for workforce and employer housing would help tremendously in keeping vital industries in Flagstaff thriving.	Policy ED.6	3-3	No change suggested.
ON349	Sat Best	One of the types of housing in the glossary is 'workforce housing", which is what you are referring to. I've heard that the school district has surplus land that it is considering for this purpose. Sounds like a good idea.	Policy ED.6 (Reply to ON254)	3-3	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
IP211	NULL	Explicit reference to mobile home parks and forms to support transitioning	Policy HA.1	3-3	This is covered by "variety of housing types."
IP212	NULL	Add mobile homes to urban category	Policy HA.1	3-3	The MH zone was added to Urban Neighborhood in the Table of Zoning Compatibility.
ON1226	Bryce	Could this policy be relied on to prevent upzoning in existing neighborhoods? If so, I would prefer not to mention this. If there are willing property owners willing to redevelop to a greater density, we should let them	Policy HA.1	3-3	No change. The feedback and comments we have received indicate that it is important to the community to include anti-displacement policies and actions as the plan encourages density.
CM135	Sustainability Commission	What is the variety of housing types? We specifically need (and need stated): smaller/starter homes, multifamily, mixed used residential, condos, etc.	Policy HA.2	3-3	Added Table of Density Ranges with housing types in Ch.4, see p. 4-11.
CM212	Sustainability Commission	I want to see language about prioritization of sustainable, energy efficient homes. Expanding access to homeownership can often combat sustainable building practices, but there is a balance. Leaving this language out can lead to quick developments that do not support the CNP. This is also important for homeownership and lower utility bills. When buying a home, it is best if it has sustainable building practices that can make the home more long term viable and can make bills lower, allowing for more investment in loans/mortgages.	Policy HA.2	3-3	This is covered by CA.2 (formerly CA.3).
ON1005	Celia Barotz	I suggest that the word opportunities isn't really needed here.	Policy HA.2	3-3	No change.
ON430	Bruce Edward Fox	How?	Policy HA.2	3-3	See Ch. 5 action items for strategies to implement this policy.
ON486	Sara Sprague	Include a variety of "affordable" housing types...	Policy HA.2	3-3	This plan uses the HUD definition of affordable, which is too limiting for this policy.
ON487	Sara Sprague	Too vague. How will this be implemented and address the housing crisis? Suggest including more details, with stronger language.	Policy HA.2	3-3	New HA policies were added. Additionally, the action items in Ch.5 provide strategies for implementing this policy and the Land Use Framework in Ch.4 supports the development of a variety of housing types.

Comment ID	User name	Comment	Comment Location	Page	Response
ON58	John Vonesh	My main concern for this piece of policy is how we are going to do this with our limited amount space. This a challenge due to the already established housing and the limited amount of city space due to the protected forest. For example where are the houses going to be built, what are the programs are we going to provide to home owners, and what is the plan to reduce the barriers of loans or other factors for the common person? Overall what are all of possible ways we can solve our current problems to make flagstaff better.	Policy HA.2	3-3	The Land Use Framework in Ch.4 and action items in Ch.5 lay out the vision for implementing this policy.
ON60	John Saltonstall	Increased densities and proximity to infrastructure will contribute to lower cost development.	Policy HA.3	3-3	CD and I goals and policies speak to this point.
ON764	Val Bryant	Although the tourism industry is vulnerable to shocks (section 5-9) why is is not mentioned here? Also missing is education, arts, public health, unless they are alluded to in Policy NE-4.	SES goals and policies	3-3	The specific sectors and industries listed in HE.3 were selected based on the City's Economic Development Strategic Plan. Healthcare is one of these industries. The other industries are covered by the broader Goal HE, which was revised.
ON64	Marilyn	What exactly does this mean? What are diverse financial strategies? Is it discussed somewhere else in the plan?	Goal CD	3-4	See the Ch. 5 action items for more specific strategies.
ON692	Valerie Piet	I am all for incentivizing the development of housing projects, but I think we need to find a way to explicitly prohibit price coordination. In my un-scientific observation, it seems like price coordination does occur between apartments and apartment buildings have little incentive to fully fill their units.	Goal CD	3-4	This is outside of the scope of the Regional Plan.
CM141	Sustainability Commission	A healthy economy is a green economy. Suggested edit/addition: "Create a vibrant and diverse local economy that is regenerative, circular, and low-carbon that supports a thriving workforce, innovative businesses, and the expansion of new industries, particularly green jobs, that are compatible with the Region.	Goal HE	3-4	All of these are strategic in nature and would be hard to determine on a development case.
IP201	NULL	Part of this should be loosening commercial-in-residential rules. The easiest way for residents to start new businesses is using their home as commercial space.	Goal HE	3-4	Added HE.6 (revised former implementation guideline).

Comment ID	User name	Comment	Comment Location	Page	Response
ON712	Jon K	Here's a refined version of your text: In the section discussing business in Flagstaff, it is mentioned that there is "limited readily available space." However, this critical issue is not addressed in the goals section. Currently, there are no viable options for businesses in need of warehouse space within Flagstaff. For example, if my landlord decided to stop renting to me or significantly increase rates overnight, I would have no place within the city to relocate my operations. This scenario would result in the loss of over 30 jobs, along with the associated employee income taxes, company sales tax, and overall economic contributions to Flagstaff. As we look toward 2025 and beyond, this 20-year plan seems to overlook the need for growth in this area. If I wanted to build a simple warehouse for my employees and distribution company, there is no appropriately zoned industrial (LI) land available at a reasonable cost. While there is land near the airport, it is designated for high-tech or med-tech companies, which excludes many businesses like mine. What is the 20-year plan to address these challenges? Is there a strategy for Flagstaff to acquire additional land, develop a business park, or promote growth in a way that supports businesses of all types? Other cities, such as Prescott, Cedar City, and Phoenix, offer significantly more affordable options—where I could purchase an acre for $150,000 instead of Flagstaff's $1,000,000. While the appeal of the mountains and natural beauty draws people to Flagstaff, these factors are becoming less compelling for business owners who find it increasingly difficult to operate here due to space and cost restrictions. Many of us are now shopping elsewhere or considering relocating operations entirely because Flagstaff cannot support companies that grow beyond a certain size. This should be considered a "high priority" action item in the plan. Without a concrete strategy to address these issues, businesses like mine may have no choice but to move operations elsewhere.	Goal HE	3-4	HE.1 and HE.2 speak to retaining and supporting existing businesses. Goal ED includes protecting a supply of land for future/existing employment. This is implemented through the Future Growth Illustration and Land Use Framework.
ON762	Val Bryant	Is there a reason why there is no specific mention of hospital or medical facilities here?	Goal HE and policies	3-4	Healthcare is a targeted sector in Policy HE.3.
CM180	Sustainability Commission	Healthy Regenerative Economy - Promote green jobs in clean energy, sustainable construction, and green technologies, fostering a resilient, circular, and regenerative economy that supports innovative businesses and helps Flagstaff transition to a low carbon, sustainable future.	HE goals and policies	3-4	Green jobs is an amorphous term that could be used for many things and could be arguable in many industrial cases.
L52	FCCC	Food security should be its own goal and/or priority within Chapter 3. This can include focuses on food access and distribution, food production and processing, and sustainable waste management. Related initiatives should be supported and encouraged.	HE goals and policies	3-4	A new priority was added for "a healthy economy."

Comment ID	User name	Comment	Comment Location	Page	Response
L53	FCCC	Economic development opportunities should be implemented for nutrition, food security, and local agriculture endeavors.	HE goals and policies	3-4	Added "and associated workforce development" to HE.5.
ON238	Tyler Denham	I would add (or incorporate into Policy HE.2) something about removing barriers to startups / entrepreneurs / small businesses. An economy where more residents are self-employed or employed among a wider variety of businesses is more resilient to shocks like a downturn in a specific industry or the loss of a large employer. Examples of barriers - overly-strict prohibitions on home-based businesses (this is the cheapest way for startups to get off the ground), parking mandates (startups / small businesses can't afford the extra land).	HE goals and policies / Policy HE.2	3-4	Added HE.6.
CM144	Sustainability Commission	"Support local entrepreneurship by creating spaces for small businesses, improving access to affordable commercial real estate, and incentivizing economic diversity within neighborhoods."	HE new policy	3-4	Added Policy HE.6 (revised former implementation guideline) with different wording.
W21		Add context of the regulation	NE goals and policies	3-4	If this refers to "exclusionary zoning," there is a call out box on it on p. 5-1 and it was added to the glossary.
W22		Move some to housing	NE goals and policies	3-4	Additional NE and HA policies were added though no NE policies became HA policies.
L79	Heather Green	I support Policy CD.1: I am assuming that requiring new developments to pay for a fair and roughly proportional share of public services etc. includes water. It seems reasonable then to apply a similar strategy to existing developments that request new approvals for water.	Policy CD.1	3-4	CD.1 was revised and no longer includes this phrase. Note that the plan's position on the UGB changed as a result of comments. See policy WR. 4 and Ch.4 guidelines on 4-14.
ON1094	david r	Policy CD.1 seems to be written unbureaucratic language that mean little as it is vague and can mean whatever the reader wants. New developments/new construction should pay the full cost of added infrastructure plus a buy-in to the existing infrastructure.	Policy CD.1	3-4	Policy CD.1 was rewritten.
ON255	Steven	Developers who pay for impact fees for infrastructure will have to pass that cost along to home buyers or renters. They do need to earn a profit in order to attract investors. This seems to be in conflict with the Goal of affordable housing.	Policy CD.1	3-4	This policy was revised to "Continue to research and coordinate funding strategies to reduce the overall cost of development."
ON66	Celia Barotz	How does this relate to the state law about impact fees? Is this language essentially the same as what state law says now?	Policy CD.1	3-4	This policy was revised.
ON69	jean hockman	what does "roughly" proportional mean	Policy CD.1	3-4	This policy was revised and no longer includes this phrase.

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ON71	Marilyn	Will these public funding strategies reduce the cost of all development or just affordable development?	Policy CD.1	3-4	This policy was revised and the emphasis is on the cost of all development. See new policy I.1 on prioritizing capital improvements that facilitate affordable housing.
ON72	Marilyn	It seems to me that if the public invests in infrastructure to reduce the overall cost of development there should be some kind of return on our investment such as modest rent controls for a period of time until our investment is paid off.	Policy CD.1	3-4	The state legislature has preempted rent control.
IP186	NULL	Reduce what kind of development standard? This feels like a slippery slope.	Policy CD.2	3-4	This question is too specific for the Regional Plan. The CAP is an example of an analysis that could inform the implementation of this policy.
IP187	NULL	Must be very specific based on zoning and infrastructure requirements... To make it more affordable.	Policy CD.2	3-4	The policy is broad, as specifics can be limiting, but the implementation into code would be more specific.
IP188	NULL	Reduce parking minimums everywhere to reduce + eliminate development costs + increase affordability	Policy CD.2	3-4	The RPC discussed eliminating parking minimums and wrote policies to support lowering parking minimums but felt there was not adequate community support to eliminate them at this time.
ON1095	david r	Support affordable housing by restricting short term rentals, higher tax rate on second homes (non=primary residences), and size of houses/lots. Second homes reduce community in a neighborhood and reduce the number of eyes on the street, an important deterrent to crime.	Policy CD.2	3-4	Added DP.3 on short-term rental regulations. Currently, the City and County cannot legally restrict short-term rentals.
ON63	Celia Barotz	I don't really understand this. It seems to contradict the policy directly above. Can you explain how they relate to one another? Is this proposing that council reduce development fees? And what standards is this policy referring to?	Policy CD.2	3-4	Policy CD.1 was revised.
ON431	Bruce Edward Fox	Alas, we have tried this in the past and ran into opposition from NIMBYs--Not in My Back Yard. Sigh....	Policy CD.3	3-4	This policy was deleted, see similar policy I.1. There is a Ch.5 action item on community education in support of housing.

Comment ID	User name	Comment	Comment Location	Page	Response
ON746	Laura Huenneke	insert "and sustainable resources"	Policy HE.1	3-4	Sustainability for businesses and industries is addressed by new policies CA.4 and CA.5, and Ch.10 and action items.
CM142	Sustainability Commission	Should specify: "Seek out opportunities to support existing small/local businesses".	Policy HE.2	3-4	Changed to "existing and small businesses." Local is covered by entrepreneurship. Added HE.6 on home-based businesses.
L146	Equity Climate Advisory Group	“Seek out opportunities to support existing businesses, nurture entrepreneurship, and support economic stability and vitality along with measures to avoid amplifying displacement pressure, especially in areas of historic disinvestment.” This policy is seeking to address gentrification, therefore, we suggest addressing this aligned with more transparency"	Policy HE.2	3-4	It is unclear what the suggested edit is. Note that this policy was revised.
ON489	Sara Sprague	Is this referring to gentrification?	Policy HE.2	3-4	Yes.
CM143	Sustainability Commission	Include green jobs: renewable energy, green construction and technology, sustainable agriculture and food tech jobs	Policy HE.3	3-4	Green jobs is an amorphous term that could be used for many things and could be arguable in many industrial cases.
CM42	Commission on Inclusion & Adaptive Living	“Promote accessible and inclusive pathways…”	Policy HE.3	3-4	Goal HE was revised to read "...diverse economy for all..."
IP213	NULL	Add cultural resource management (CRM) to list above	Policy HE.3	3-4	The specific sectors and industries listed in HE.3 were selected based on the City's Economic Development Strategic Plan.
L166	Equity Climate Advisory Group	should include urban agriculture and jobs embedded in local food systems	Policy HE.3	3-4	"Associated workforce development" was added to Policy HE.5 on food systems. This suggestion for HE.3 is out of alignment with the Economic Development Strategic Plan the City recently adopted.

Comment ID	User name	Comment	Comment Location	Page	Response
ON244	Tyler Denham	I would not list out specific industries, as some people may interpret it as being exhaustive.	Policy HE.3	3-4	This list comes from the City's Economic Development Strategic Plan, which identifies these targeted sectors.
ON312	Michele James	Include food production and agriculture as well.	Policy HE.3	3-4	This list comes from the City's Economic Development Strategic Plan, which identifies these targeted sectors. HE.5 covers food production and agriculture.
ON62	Sara	Missing the agriculture and education sectors of employment.	Policy HE.3	3-4	This list comes from the City's Economic Development Strategic Plan, which identifies these targeted sectors.
ON1017	Zenya Ledermann	I agree, however if it is chosen to list them all out, then I think it should include food (specifically, agriculture and food distribution)	Policy HE.3, reply to ON244	3-4	This list comes from the City's Economic Development Strategic Plan, which identifies these targeted sectors.
L182	Equity Climate Advisory Group	Policy HE.4- Heavy industrial uses seem in contradiction with climate resilience. What does industrial properties pertain to? Where is the support for enhancing urban agriculture?	Policy HE.4	3-4	We need HI uses or we will be importing the things they produce from greater distances, producing more carbon emissions and creating inequity by moving environmental impacts to poorer communities.
ON1019	Zenya Ledermann	This should include food processing, food production, and other agricultural properties	Policy HE.4	3-4	This is covered by Policy HE.5.
ON68	Sara	Heavy industrial uses seem in contradiction with climate resilience. What does industrial properties pertain to? Where is the support for enhancing urban agriculture?	Policy HE.4	3-4	We need HI uses or we will be importing the things they produce from greater distances, producing more carbon emissions and creating inequity by moving environmental impacts to poorer communities. Policy HE.5 addresses urban agriculture.

Comment ID	User name	Comment	Comment Location	Page	Response
IP214	NULL	No specific medical/health mentioned here	Policy HE.5	3-4	Healthcare is included the targeted sectors listed in HE.3.
IP215	NULL	So, where is the local ag envisioned to happen?	Policy HE.5	3-4	This would not be determined by the Regional Plan. See Ch.5 for more discussion of local agriculture and the City's forthcoming Community Food Action Plan.
IP216	NULL	Kinda limited at 7000' short growing season.... hydroponics, greenhouse driven, we have lots of sun	Policy HE.5	3-4	Ch.5 contains further discussion of this topic and was revised to better clarify the environmental constraints on agriculture.
IP217	NULL	Where would we get the water from and how long will that aquifer last before permanent effects?	Policy HE.5	3-4	Ch.5 contains further discussion of this topic and was revised to better clarify the environmental constraints on agriculture. See also Ch.9 for discussion of the Region's water supply.
L163	Equity Climate Advisory Group	This should also include implementing more infrastructure to support these initiatives towards production, manufacture, and distribution, such as food hubs or supporting high-tunnel developments.	Policy HE.5	3-4	The policy already supports that kind of infrastructure.
L187	Equity Climate Advisory Group	“policy he 5: Support improved nutrition, food security, and jobs in the Region by encouraging local agricultural activity and the production, manufacturing, and distribution of food at various scales.” I think that this is a great step at approaching nutrition and public health but I also think it needs to touch on means of affordability in that healthy food isn’t always available to lower income communities and instead have to rely on highly-processed typically fast food items as a means of sustenance (leading to poorer health conditions). Ultimately, pricing communities out (whether by actual cost or accessibility/transportation costs) of healthy nutritious food should also be addressed.	Policy HE.5	3-4	This was crafted with input from the Food Center for reaching low income households.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1063	Nick Zachary	Speaking as a high tunnel and greenhouse builder, the infrastructure required to extend the growing season is not monumental. There are USDA grants for growers to install high tunnels to support their soil health and benefit local food supplies. There are grants to install efficient irrigation systems as well. As for soil amendments, the city should finally do the sensible thing (which also supports carbon neutral 2030 goals) and municipalize a food/yard waste collection and compost production chain. This would divert massive amounts of food waste from landfills and create a readily available source for local growers to boost their soil. This compost could even be subsidized for growers that give some amount of produce to local food banks, meal services, or other food security organizations. There will always need to be a balance of housing and green spaces in any given community/neighborhood. But don't write off the value of a small community FARM (not community garden plots that are dissociated and don't produce much) just because the plot could've fit a duplex.	Policy HE.5	3-4	There is a Ch.11 action item on becoming a zero waste city.
ON65	John Saltonstall	Thinking this could be split into two policies, one in HE and the other in NE. Support improved nutrition and food security (NE) Encourage local agricultural activity and the production, manufacturing, and distribution of food at various scales including related workforce development and pathways (HE)	Policy HE.5	3-4	Nutrition is a better fit for the economy category (under new priority "a healthy economy"), than the NE goal/policies, which are focused more on housing (under the "housing attainability and equity priority"). DP.6 is an additional food systems policy.
ON67	Tyler	I would appreciate more detail on this. I'm skeptical of the idea that there is enough land within the planning area suitable for agriculture to produce a significant amount of food, and if there was it'd be competing with other uses like residential, open space, and commercial. Is this referring to community gardens? If so I think it'd be more appropriate in the section on open space.	Policy HE.5	3-4	The food system section in Ch.5 (p. 5-15) and Ch.8 (p. 8-2) discuss agriculture and gardens further. Both were revised.
ON70	Sara	Need stronger language besides encouragement. Such as implementing. Also, how is local ag going to be subsidized and supported meaningfully?	Policy HE.5	3-4	No change. The Regional Plan is focused on the connection between agriculture and land use. This is a programmatic question that would be best addressed in the City's upcoming Community Food Action Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON728	Emily	I hope more detail is coming later, but there are real natural limitations of what can be grown in this region. We have limited water, our soil requires lots of amendments, our temperature difference from day to night also makes growing food challenging. I also have concerns that "supporting urban agriculture" will be a means to divert public land away from affordable housing programs to urban ag/community gardens. We've already seen this happen to City land on Mogollon St.	Policy HE.5	3-4	The Healthy Economy priority includes agriculture as does the Development Pattern goal. The Ch.5 food system section was revised to better acknowledge limitations on agriculture in this region. The plan's priorities were also revised -- "housing attainability and equity" is a core priority, while "a healthy economy" is a complementary priority.
ON488	Sara Sprague	Hi Tyler! I think it is imperative to have land used and dedicated for urban agriculture purposes. I work for a farm on less than two acres and we produce an immense amount of food for our community. It seems to be a misconception that a lot of land is needed for a productive farm, therefore, if we allocated land for both urban ag and community gardens at different scales and levels, I do think we could at least produce more local options than we currently have, support the local economy, which then supports local growers and provides workforce development opportunities and possibilities towards a more resilient community.	Policy HE.5 (Reply to ON67)	3-4	No change suggested.
ON1058	Nick Zachary	With investments in agricultural infrastructure like high tunnels and micro(drip) irrigation, favorable growing conditions can be created with low ghg inputs and with the more practically efficient irrigation than that used in most large scale agriculture. If our food isn't grown here, it's just being transported from another region in the state (ghg!) likely with less efficient irrigation (overhead sprinkling, flood) with water also being drawn from wells deep in the ground, which is not regulated, reported, or metered like a city supply. You can't manage what you don't measure. Decentralization of our massive food supply is critical. I'd wager this 2 acre farm isn't growing alfalfa. They're creating community, increasing food security, and local food production knowledge - all things that would help achieve the HE goal!	Policy HE.5, reply to ON1014, ON488, ON67	3-4	No change suggested.
ON1014	Zenya Ledermann	I agree with Sara's statement. And as to the concerns about land and water, I understand and think they are important as well--however there are areas in Flagstaff that have very good potential for agriculture and many sustainable growing practices that would not require exhausting our natural resources	Policy HE.5, reply to ON488 and ON67	3-4	See Ch.5 section on food systems, which was revised.

Comment ID	User name	Comment	Comment Location	Page	Response
ON727	Emily	I'd be really curious what the water bill is on this 2 acre farm. Certainly there are ways to grown climate-appropriate plants that have historically always grown well here before we starting pumping water deep out of the ground and contributing to ghg emissions. But blanket statements about growing more food without a clear caveat about the natural limitations of what is possible in this region make me nervous that we are not heading in the right direction.	Policy HE.5, reply to ON488 and ON67	3-4	No change suggested.
ON1015	Zenya Ledermann	I agree with this sentiment. I believe food security, nutrition, access, and jobs could be split to put more emphasis on them. I feel this is lacking the potential to support food security initiatives and could be rephrased. Local agriculture is very important but it is not the only way to create food security. There needs to be more increased jobs in food aggregation, food processing, food access and distribution, and waste management and composting.	Policy HE.5, reply to ON65	3-4	Added "and associated workforce development" to HE.5, but the policy was not split. See DP.6 also on food systems.
ON1052	Nick Zachary	I agree that there needs to be support for local agricultural activity. As owner of a small local greenhouse manufacturing and installation company, we actually qualified for a Business Retention & Expansion grant through the city where John works. We unfortunately were disqualified in the end because we are technically located outside city limits. Does food grown in the county not get sold in the city? Where do workers at county farms and ranches go to spend their paycheck? It seems that a majority of the essential land for food production our region needs is going to fall outside city limits. What can the city do to actually invest in the growers currently getting left out?	Policy HE.5, reply to ON65	3-4	Policy HE.5 applies to both the City and County. The County Comprehensive Plan draft includes policies in support of increasing food security and access throughout Coconino County.
ON1016	Zenya Ledermann	Agreed. I think there also needs to be the addition of how nutrition and food security will be supported and addressed. Because these things, while related to local agriculture, are different and should be supported differently.	Policy HE.5, reply to ON70	3-4	There is a Ch.5 action item on updating codes to support production, manufacturing, etc. The upcoming Community Food Action Plan is a better document to guide the implementation of this policy.
ON1018	Zenya Ledermann	I believe this is a worthwhile place to invest our efforts as Flagstaff is very vulnerable to supply chain failures and local agriculture is something that should be considered. Affordable housing is important, but people cannot survive without food	Policy HE.5, reply to ON728	3-4	No change suggested.
CM213	Sustainability Commission	Add language about green infrastructure that promotes biodiversity. While this part is primarily about natural habitats, urban development without consideration of surrounding areas (use of green infrastructure) can take away from health of surrounding natural habitats.	Policy NE.2	3-4	Added Policy DP.5 on nature-based infrastructure solutions.

Comment ID	User name	Comment	Comment Location	Page	Response
IP220	NULL	So important to Flagstaff Region	Policy NE.2	3-4	Note that this policy was revised and became NE.5.
CM139	Sustainability Commission	Add: "Additionally, explore options for property buybacks in severe flood-prone areas to provide residents with opportunities to relocate safely while reducing flood risks and enhancing long-term community resilience."	Policy NE.3	3-4	This suggestion is too specific for the plan and a program for which we have no money and have not had serious policy discussions.
IP218	NULL	Also consider buyouts of housing parcels in disaster prone areas, these parcels could be public infrastructure protection in the form of flood mitigation move broadly	Policy NE.3	3-4	This suggestion is too specific for the plan and a program for which we have no money and have not had serious policy discussions.
ON745	Laura Huenneke	add "fire-wise planning and maintenance at the landscape level"	Policy NE.3	3-4	This is covered by new/revised policies R.5, I.2, and PS.2.
W23		Add "and renters" after "homeowners"	Policy NE.3	3-4	Edit made. Note that this policy was relabeled NE.6.
IP219	NULL	Be mindful - research on buy-outs (if not done) carefully shows a connection with displacement or historically marginalized communities.	Policy NE.3, reply to IP218	3-4	HA.1 talks about mitigating displacement
CM140	Sustainability Commission	Add: "Enhance resources available, including climate resilience and adaptation strategy resources, to Neighborhood Associations and other groups that are best positioned to reach residents in need and/or disproportionately affected by climate change and natural disasters, and maintain lasting community connections."	Policy NE.4	3-4	The Regional Plan does not allocate resources.
ON1003	Celia Barotz	I suggest lower case N and A in this sentence.	Policy NE.4	3-4	No change, this is capitalized throughout the plan.
ON1013	Zenya Ledermann	and increase resource sharing across community organizations	Policy NE.4	3-4	This policy was revised. The Regional Plan has no influence on resource sharing between private organizations, so this policy has a different focus.
CM145	Sustainability Commission	Add: "protect and improve environmental and public health"	Transportation	3-4	This sentence was deleted. The goals and policies introductions were rewritten when the goals and policies were reorganized by priority.

Comment ID	User name	Comment	Comment Location	Page	Response
CM21	Bicycle Advisory Committee	members of the BAC noted that this section (and Chapter 6) do not address road speed and speed limits. However, speed is a critical component of safety for all road users. Speed and speed limits should be addressed in some way as road speed pertains to other goals articulated in this document, such as Vision Zero.	Transportation goals and policies	3-4	Speed limits are outside the scope of the Regional Plan.
W62	Commission on Inclusion & Adaptive Living	There needs to be language that prevents transportation design that has accessibility problems from being reintroduced just because it is difficult or more expensive to maintain or cheaper to construct. For instance, the Engineering Department discussed at Council allowing rolled curbs which is opposed by accessibility advocates because it is difficult for someone in a wheelchair to navigate compared to square curbs with ramped cuts, which can trap them on the street. How can the plan prevent that kind of backtracking.	Transportation goals and policies	3-4	Several transportation policies were updated based on the suggestions of the commission.
L5	Elson Miles	Wish list - "New traffic infrastructure to focus on being LESS car-centric, to promote more alternative transportation amenities and aesthetics." "All new, on-street bike lanes to be constructed as raised, 8 ft-wide side-walk, and, If feasible, new lanes to be off-street, i.e. similar to W. Rte. 66, and John Wesley Powell Blvd." "Reprogram the traffic lights to allow for pedestrians to enter the crosswalk/intersection first. to prevent cars turning right from hitting/harassing pedestrians. (Been proven effective in numerous cities)." "New street arterials to be constructed with a landscaped median to provide for traffic calming, aesthetics, and the environment. John Wesley Powell Blvd is a good example." "Expand Mountain Line bus service in scope and frequency"	Transportation goals/policies and IGs/AIs	3-4	See the revised MT, TS, and TR goals and policies. Several of these suggestions are too specific for the Regional Plan but could be addressed in the City's upcoming transportation master plan or other strategic plans.
CM162	Sustainability Commission	Recommend moving the Transportation and PROSE maps and narratives to those respective chapters. Their inclusion in Chapter 3 is not necessary; the maps are not directly referenced in any policy and they are an obstacle to scrolling through the policies.	Goals and Policies	3-5	The Transportation maps moved to Ch.4. The PROS map stayed in Ch.3. The organization of the maps is intended to indicate the distinction between policy and information maps.
L32	ASLD (Rhonda Buss)	It appears that there are planned roadways that traverse or are adjacent to STL. ASLD supports having access to STL and needs to be consulted on specific roadway alignment if on STL. Perhaps indicate that the Street Function Class depict conceptual alignment on STL.	Map 3-1	3-5	Per meeting on 1/13/25, all road alignment issues for ASLD were resolved in the spring during earlier reviews. This is a just a standard comment.
ON1022	Krista Ames-Cook	Why is this map such a poor resolution? Please make sure that all maps are high resolution and clear to read.	Map 3-1	3-5	Edit made. Note that this map is now Map 4-3 in Ch.4.

Comment ID	User name	Comment	Comment Location	Page	Response
ON73	lang	If the JW Powell Connector to Pulliam Dr is necessary, which it isn't, please build a roundabout at Lake Mary Rd and JW Powell. I state that the connector is not necessary because there are already two bypasses. If a driver wants to bypass Milton and take JW Powell, they can already exit off of the I-17 on Lake Mary Road. Or, they can continue on I-40 to Butler or Country Club. Now that the Hospital is not moving to this side of town, the JW Powell connector is not the best use of taxes.	Map 3-1	3-5	A roundabout can be evaluated at this intersection, but this detail is beyond the level of detail for the Regional Plan.
IP49	NULL	What is this for - I-40 exit?	Map 3-1 Road Functional Classes	3-6	The bubble marks an area where connectivity will need to be evaluated as the JWP area develops. The bubble shape was revised.
IP50	NULL	City of Flagstaff Limits? Show Urban Growth Boundary on this map	Map 3-1 Road Functional Classes	3-6	The map shows city limits, not the urban growth boundary, which is the standard design for the transportation maps.
IP48	NULL	What is this for - previously hospital site now what?	Map 3-2	3-6	We don't know exactly what will come in this area, the roadway network has been adjusted to work for a wider variety of uses.
L64	Little America	The proposed Existing and Futures Arterials and Collectors Map, Policy Map 3-2, shows a north/south major collector roadway along the eastern edge of the Resort property connecting Butler Avenue and the future John Westly Powell Boulevard. The roadway network in this area done not need this north/south connection with the construction of John Westly Powell Boulevard and would severely impact Resort master planning. If, after a more detailed traffic study indicates such a route would be needed to support future Resort development, such an alignment could be proposed. However, at this time, this roadway should not be planned for. The Resort would request that this map be amended to remove this north/south route. [See folder for marked up map]... In addition, the west side of the property will likely require collector service to support future development without attempting to cross the Rio de Flag (impactful both from an environmental as well as cost perspective). Resort ownership has been engaged with this abutting property owner on concepts to create a roadway corridor to service this area in the future. Additional support for such a connection in the Plan would be helpful policy as this area is planned out by both parties	Map 3-2	3-6	Harold Ranch Road as a collector connecting Butler and JWP has been removed from the map. Its need will be evaluated later as the area develops, consistent with this comment. A collector loop is shown south and west of Little America property and the Rio De Flag. It is anticipated that the remaining area between this collector and the Rio De Flag can be served by local streets since these streets would not connect to anything further.

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

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

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

Comment ID	User name	Comment	Comment Location	Page	Response
L123	Friends of Flagstaff's Future	Explain How the Costs of Increased Density Will Be Paid For: It would be helpful to understand how the plan envisions that the increased financial burdens associated with densification will be paid for. Increased density requires increased infrastructure and Flagstaff only has impact fees for police and fire protection. It seems inevitable that the increased costs will be shouldered by the current residents and businesses even though there is little to no certainty that it will ensure that their children and grandchildren will be able to afford to rent or buy a home here.	GLU Chapter	4-	
L135	Friends of Flagstaff's Future	We recommend that the city take an incremental approach to increasing density since densification can have unintended consequences such as gentrification and cause an increase in the need for new infrastructure and city services. One strategy is to incrementally allow for increased building heights with a regulation that says that the maximum building height can only be two stories or one and a half times the height of the directly adjacent buildings, whichever is greater.	GLU Chapter	4-	Much of the city is zoned to allow building heights up to 60ft and the plan does not propose to change this. Incremental does not mean that the height allowed for a new building is limited by the adjacent existing building. It means that the city and developers are not encouraging large areas to be demo'd and replaced all at once.
W73		HOH Regional Activity Centers are not carried forward. We can't resolve the incompatibility without more guidance.	GLU chapter	4-	The Zoning Code was changed to get rid of this inconsistency ahead of the plan changing.
L157	Equity Climate Advisory Group	Feelings of frustration regarding fixable issues when approached with the needs of the community at the forefront of decision-making processes; we suggest stronger language, and actions regarding limiting the amount of Short Term Rentals, Second homeowners out of the county/city, and focus on student housing rather than local housing. We do not see a section in chapter 4 that addresses any of these points directly and would like to know what the Regional Plan could do to address these major issues facing the area.	GLU Chapter	4-	Added Policy DP.3 about emerging land use issues such as STRs, in case there is an opening to further regulate them. The legislature must act before this is possible.
ON101	Michele	This should be clarified to indicate that some people have to live outside Flagstaff. How many people are living outside the City? Quantify this.	"... the community has seen a steady rise in housing costs and increased commute times as people who work in Flagstaff can only afford to live in outlying communities"	4-1	This sentence was revised and specifies that people work in "the Region," not "Flagstaff." Data was not added because American Community Survey Journey to Work data is not available at the Regional level and there are employers outside of the City limits but within the Region.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Comment ID	User name	Comment	Comment Location	Page	Response
IP180	NULL	Should not be employment district - Suburban high/med density is more appropriate!	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use.
IP181	NULL	Some of this area should be suburban high density - too far out for transit service!	Future Growth Illustration	4-7	Mountain Line intends to serve the Airport with transit in the future and the FAA does not support residential uses near airports.
IP182	NULL	Auto - dependent! Integrate employment centers into fabric.	Future Growth Illustration	4-7	Some areas of employment are close to the city center and some are further out because some uses that are industrial in nature need to be buffered from residential. Centralized land in the city is being prioritized for housing because that has the most reduction in climate impacts.
IP183	NULL	Auto-dependent! Return to sburban high density rather than unintegrated section. Employment district seems to contradict the whole effort to consoldate the city + increase density.	Future Growth Illustration	4-7	Some areas of employment are close to the city center and some are further out because some uses that are industrial in nature need to be buffered from residential. Centralized land in the city is being prioritized for housing because that has the most reduction in climate impacts.
IP231		Lowell S.17	Future Growth Illustration	4-7	Changed to URD.
IP232		The investment in JWP should support higher density housing	Future Growth Illustration	4-7	The two SN categories were combined. The JWP area now supports higher density.

Comment ID	User name	Comment	Comment Location	Page	Response
IP233		Add number to example parcels to help colorblind folks	Future Growth Illustration	4-7	This not feasible at this scale. An online navigable map will be provided via a hyperlink.
IP5	NULL	Change this designation	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use.
IP56	NULL	Private - Owned by Lowell Obs - for observatory purposes.	Future Growth Illustration	4-7	Changed to URD.
IP57	NULL	Wildlife Corridor	Future Growth Illustration	4-7	Wildlife corridors as determined by AZGFD are found on Maps 7-2 and 7-3.
IP58	NULL	Ft Tuthill Buffer	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use.
IP59	NULL	Regional Park?	Future Growth Illustration	4-7	The City and County have no plans and no funding to acquire this property.
IP6	NULL	Employment? For the hospital? We have said no.	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use.
IP7	NULL	Golf course resort?	Future Growth Illustration	4-7	Golf courses are too specific of a land use to address in the map.
IP8	NULL	Our tax dollars for a road to a golf course? NO!	Future Growth Illustration	4-7	Golf courses are too specific of a land use to address in the map.

Comment ID	User name	Comment	Comment Location	Page	Response
IP9	NULL	And what's on this 80 acres?	Future Growth Illustration	4-7	The SC was reduced to the eastern third of the parcel. The FGI shows future land uses for all property even if the landowner has not yet proposed a use.
L100	Friends of Flagstaff's Future	Include an Explanation of The Future Growth Illustration Map: We recognize the critical importance of the proposed Future Growth Illustration Map, but we are unclear about its intention. If the plan's intent is to accommodate the estimated 50% increase in population by 2045 (from the current 76,500 to more than 116,000), then it would be very helpful to make clear which areas are currently entitled for medium and high density housing and those where the map is proposing density increases. Additionally, an explanation of how the region will change as a result of the increased density is fundamental to the community's understanding of how the proposed goals and policies will change the experience of living in Flagstaff.	Future Growth Illustration	4-7	A density analysis will be provided at the public hearings. The sections discussing growth and density in Ch.1 were revised.
L101	Friends of Flagstaff's Future	What are the expected density changes in each neighborhood?	Future Growth Illustration	4-7	A density analysis will be provided at the public hearings.
L102	Friends of Flagstaff's Future	Why are certain areas targeted for densification, while others are not, and why have the levels of densification been selected?	Future Growth Illustration	4-7	The Scenario Planning Process, High Occupancy Housing Plan, the LASS-CAP and other analyses of density, intensity, infrastructure capabilities and the current Regional Plan's underlying assumptions were used to develop the Future Growth Illustration.
L103	Friends of Flagstaff's Future	Why is the Cheshire neighborhood divided into two different densities? (What is the name of the street that separates these densities?) Why is a portion designated suburban density when there is only one commercial use(a gas station and convenience store) in this area? Density, in this case, will undoubtedly increase traffic along Highway 180.	Future Growth Illustration	4-7	The SN categories were combined, so the Cheshire neighborhood now has the singular SN designation.
L104	Friends of Flagstaff's Future	Why not densify the Milton corridor near NAU as Urban Neighborhood/Urban Center, especially since it is adjacent to the largest employer in the City.	Future Growth Illustration	4-7	A portion of the Milton SC was changed to an UC.

Comment ID	User name	Comment	Comment Location	Page	Response
L106	Friends of Flagstaff's Future	Why is the land around the Catholic Church designated an Urban Corridor instead of an Urban Neighborhood?	Future Growth Illustration	4-7	The church is a very large regional meeting facility and the surrounding properties, due to topography, are unlikely to be able to have neighborhood-like features and more likely to be developed in a multifamily setting.
L107	Friends of Flagstaff's Future	Why is Section 20 designated Suburban Neighborhood High Density rather than an Urban or Suburban Center?	Future Growth Illustration	4-7	Unlike in the current plan, suburban neighborhoods allow for commercial development to support a walkable mixed use neighborhood. Note that SN categories were combined, so the parcel now has the singular SN designation.
L108	Friends of Flagstaff's Future	Why doesn’t Suburban Neighborhood High Density include limited commercial uses?	Future Growth Illustration	4-7	The two SN categories were combined. SN does support two commercial zones (SC and NCC) in the Table of Zoning Compatibility. Additionally, Neighborhood Commercial is supported in SN.
L109	Friends of Flagstaff's Future	Why are some areas designated as Suburban Center and others as Suburban Corridor?	Future Growth Illustration	4-7	Centers focus on large walkable commercial uses and mixed use development and Corridors are more auto-oriented because of the volume of traffic and type of roadway and allow for a variety of commercial and high density residential uses that are less likely to be mixed use.
L110	Friends of Flagstaff's Future	Why are some areas designated as Suburban Neighborhood Medium Density and others Suburban Neighborhood High Density?	Future Growth Illustration	4-7	The two Suburban Neighborhood categories were combined.

Comment ID	User name	Comment	Comment Location	Page	Response
L111	Friends of Flagstaff's Future	Why is the neighborhood North of the Hospital (NOHO) divided into two different densities? (What is the name of the street that separates these land uses?)	Future Growth Illustration	4-7	Much of the area designated Urban Neighborhood is zoned MR or HR, and additional blocks were included to provide continuity between areas of medium density. The dividing street is approximately Juniper Ave.
L112	Friends of Flagstaff's Future	Why is the Lone Tree area divided into both an Urban Neighborhood and a Suburban Corridor? (What is the name of the street that separates these densities?)	Future Growth Illustration	4-7	This comment may be referring to the Suburban Center designation at Lone Tree and Pine Knoll, as the Suburban Corridor area is more than a mile south. The Suburban Center was changed to an Urban Center.
L113	Friends of Flagstaff's Future	What is the vision for the designation of a Suburban Corridor running through the Continental Country Club? (While we support corridors with commercial and higher density housing in all areas including JW Powell, we think the uses need to be made clear in redevelopment areas.)	Future Growth Illustration	4-7	The corridor was removed.
L114	Friends of Flagstaff's Future	Why is the land next to Ft. Tuthill designated an Employment District? The Flagstaff voters rejected this as a hospital site.	Future Growth Illustration	4-7	The ED was reduced to match the NAH specific plan boundary. The specific plan is still in place for this area and the future land use here shows what is in the specific plan regardless of its future land use. Employment is the most appropriate category for a master planned business park.

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L117	Friends of Flagstaff's Future	Designate all neighborhoods adjacent to large employment centers (e.g., NAU, Gore) as Urban Neighborhoods (e.g., NAU, Gore) as Urban Neighborhoods (e.g., change the proposed Suburban Center designation for the Milton corridor to Urban Neighborhood)	Future Growth Illustration	4-7	A portion of the Milton SC was changed to an UC. The current plan proposed urban neighborhoods in this area that have since developed in an suburban pattern. Transportation modeling done for scenario planning showed that urban neighborhoods on the outskirts of the City would have a detrimental effect on carbon neutrality.
L119	Friends of Flagstaff's Future	Where appropriate, designate existing shopping centers with large parking as Urban Centers.	Future Growth Illustration	4-7	New Policy PK.2 addresses the conversion of parking lots to mixed use. Suburban Centers close to interstates are going to be more autodependent by necessity.
L120	Friends of Flagstaff's Future	Designate state land parcel 30, which is a greenfield, as Urban Neighborhood rather than SNHD. This would enable meaningful commercial development, ensuring less car dependency and greater self-reliance. This area is distant enough from the center of town that it ought to be developed as a “mini-village” in order to break the entrenched and destructive pattern of sprawl.	Future Growth Illustration	4-7	There are no plans to serve this area with transit, therefore it is not an appropriate urban neighborhood. Note that the two SN neighborhood categories were combined and this parcel has the singular SN designation.
L121	Friends of Flagstaff's Future	Develop the greenfields in the JWP area as Suburban Neighborhood High Density in order to allow denser development with commercial	Future Growth Illustration	4-7	The two Suburban Neighborhood categories were combined and the singular SN designation now applies to much of the JWP area.
L16	Nat White	Change Section 17 on the FGI from Federal Lands and Working Landscapes to University and Research District	Future Growth Illustration	4-7	Changed to URD.

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L60	Gibson Smith	In our review of the Regional Plan update, we understand that the Property is currently designated on the Future Growth Illustration (Policy Map 4-2) as Suburban Center. Page 4-14 identifies the desired future density for this category as "[m]ore than 29 dwelling units per acre". Applying this density across the entirety of the Property would result in a minimum of over 2,320 total dwelling units. While we are exploring rezoning the property and providing more housing than the current Rural Residential zoning would permit, greater than 29 du/ac applied to the entire Property is not feasible. We believe the Gibson Property would be better served by a mixed land use designation combining Suburban Neighborhood - Medium Density and Suburban Center designations. Certain areas of the Property, such as the eastern third of site, would be more appropriate for Suburban Center due to the street frontage along JWP Boulevard. The remainder of the site is more suited to Suburban Neighborhood - Medium Density to allow for a variety of housing opportunities and contend with various topographical challenges on site.	Future Growth Illustration	4-7	The eastern third of the parcel remained Suburban Center while the rest of the parcel was changed to Suburban Neighborhood (note that the two SN categories were combined).
L62	Gammage and Burnham	In the new plan, Juniper Points is entirely designated Suburban Neighborhood – Medium Density. However, as you may know, we have submitted an application to rezone a few parcels in the northwestern portion to HC, HR and MR and to relocate the activity center U6 within Juniper Point Blvd. The current regional plan already has a Future Urban designation in this area as well. See below. [See emailed comments folder for maps] We would like to propose that the area shown as parcels 4 and 5 in teal in the attached map be designated as Suburban Corridor in Regional Plan 2045. The Suburban Center definition is a better fit, but the desired density for Suburban Corridor is closer to what we are proposing. Both categories are deemed to be compatible with HR and HC for density purposes (per pages 4-28 and 4-29). We would like to work with you to determine if Suburban Corridor or Suburban Center is the best designation.	Future Growth Illustration	4-7	The Suburban Corridor designation was applied based on the submitted map. Note that the density ranges were adjusted and some zones were changed on the Table of Zoning Compatibility - however, HC and HR remain supported in Suburban Corridor.

Comment ID	User name	Comment	Comment Location	Page	Response
L63	Little America	The current draft of the Plan delineates the Resort as “Suburban Center” (north quarter) and “Suburban Neighborhood Medium Density” (south three quarters): [See email comments folder for map] … [The Suburban Center criteria] conflict with the Resort’s unique operational characteristics and large “one-owner” land holding (unlike other areas where ownership is bifurcated amongst many properties). For example, the Resort would not have a likely development scenario where there would be “large commercial, office, multifamily, and residential” uses in a mixed-use environment nor any “co-located” residential uses. Furthermore, this area is unlikely to include a more intensive mixed-use environment, it will be focused on current automotive oriented uses (highway traveler services) and of course the Resort itself. Even if mixed use or residential development was proposed, this land use category calls for more than 29 duac, a very intense level of residential use that would be out of context with the form of existing and likely future Resort development. A better fit with likely development scenarios is the “Suburban Corridor” category… The criteria for this land use category better describe current context and likely future development patterns… The current development along Butler Avenue includes more automotive and highway supportive uses, including fuel sales, truck parking and repair, operated by Little America. These uses existing uses are those types of “automotive-oriented uses” that are allowed by this land use category and may be a feature of future development efforts. Additionally, if/when including residential in a project, this land use category supports a 20 duac or higher density, more appropriate to the scale of existing and likely development in this area, which is more suburban in scale, plus taller/denser structures would impact the Resort’s surrounding context, which is an important consideration with long-range planning efforts for the Resort and its immediate neighbors. Furthermore, the Resort master planning doesn’t cleanly fit on the current parcel lines. A more flexible zone for future Resort development is appropriate, more along the lines of the image below [see folder]… In summary, the Resort would request a change from the “Suburban Center” land use category to the “Suburban Corridor” land use category, along with an expansion of the area in a manner similar to the image above, to “fit” future Resort master planning efforts.	Future Growth Illustration	4-7	The Suburban Center designation was updated to a Suburban Corridor designation and the shape was adjusted based on the submitted map. Note that the density ranges and density calculation section were revised.

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L67	Scott Roberts	The Property is designated on the Future Growth Illustration (Policy Map 4-2) as Suburban Neighborhood – High Density. Page 4-25 identifies the desired future density for this category as 10-40 dwelling units per acre. Applying this density across the entirety of the Property would result in a minimum of 5,220 total dwelling units. While we intend to rezone the property and provide more housing than the current Rural Residential zoning would permit, 10 du/ac applied to the entire Property is neither achievable nor desirable. Given the immense size of the Property, we request a blended land use designation for the Property that provides greater flexibility to be responsive to the City, the community, and the market as we move through the zoning and site planning process for the site. The blended designation should incorporate a Suburban Neighborhood – High Density and Suburban Center core surrounded by Suburban Neighborhood – Medium Density that will allow us to provide a range of housing options within the site.	Future Growth Illustration	4-7	The two Suburban Neighborhood categories were combined and the density ranges were revised with input from City Council, the County Board of Supervisors, and the Planning and Zoning Commissions at the May 2nd Joint Retreat and June 24 Council Work Session.
L75	Maury Herman	It looks like the current plan envisions all of it in an Employment District. My read of the Employment District is that its rezoning to residential usage would not be supported by the plan.... but almost all the inquiries we get about this property are from apartment developers of one stripe or another... While I understand that rezoning is always discretionary, it seems to me that the Suburban Corridor would allow us to suggest to the residential development groups that call us that there is a path for them to discuss a project on this site with the city. However, we could also continue to utilize the current LI as an entitled use subject to the restrictions in the 2004 rezoning ordinance. If this understanding is correct, then our preference would be for the Suburban Corridor. I would also note that the parcel is a little over the 20 acre minimum for split designation. I don't see a big advantage is keeping the split, but would be open if you saw one.	Future Growth Illustration	4-7	The parcel in question was changed to Suburban Corridor.
ON1032	Zenya Ledermann	Ag production can and should be able to occur outside of just the pink areas! Zoning should be appropriate for such activities	Future Growth Illustration	4-7	Yes. Policy DP. 6 in Ch.3 addresses that.
W36		Accessibility check colors - Urban Center and Urban Corridor don't show well when printed	Future Growth Illustration	4-7	The Urban Corridor color was changed.
W74		Scan for isolated parcels surrounded by Forest Service land with access issues	Future Growth Illustration	4-7	The Forest Service consulted on this.
W75		Change RN to SN north of Flagstaff Ranch Rd on W Route 66	Future Growth Illustration	4-7	This is not feasible because the City determined to not extend the Urban Growth boundary during this update.
W76		Expand SC to include additional ED parcels at Butler and Ponderosa Parkway	Future Growth Illustration	4-7	ED parcels were changed to SC in this area.

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ON97	Marilyn	The majority of land in this corridor is owned by a resort company and the folks that developed Pine Canyon. Currently the former state land is being designed to be a golf course resort type community. This is just the opposite of what this plan and all our other plans say our community needs. In proposing future public investment in roads and utilities to enable growth we should avoid growth we don't want to see and only use public funds as LEVERAGE for the kind of development we want. I would like this plan to promote that perspective on use of public funds for future growth.	Future Growth Illustration	4-7	Golf courses are too specific of a land use to address in the map.
IP177	NULL	Because major amendment required to have density, would require more public input	Future Growth Illustration, reply to IP174	4-7	Note that the Suburban Neighborhood categories were combined.
ON117	Marilyn	see my comments about gateway corridors on the east entrance to town.	Future Growth Illustration	4-8	In Ch.3, "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.
ON118	Daniel	What does the color red designate in this area of the map, and is this a current or possible future designation?	Future Growth Illustration	4-8	It is Rural Center. Note that one of the parcels marked as part of this center was changed to Rural Neighborhood. Currently, the Marathon gas station at this RC, but the map supports it developing into a larger center in the future.
ON119	Zak	I would like to see all of these up-zoned once or a block or two expanded from the center out.	Future Growth Illustration	4-8	The border of the downtown Urban Center was adjusted. In Townsite, historic properties along the border were changed to Urban Neighborhood. In Southside, the Urban Center parcels were changed to Urban Corridor to better align with the Southside Neighborhood Plan.
ON120	Marilyn	The brown spot is a proposed resort and golf course that the developers would like to see. I oppose giving tacit agreement in our regional plan for this type of activity in an area where we are paying a portion of the infrastructure improvements enabling this. Our public funds should go to the kind of development we want to encourage - not second home, not golf courses and not resorts for the wealthy.	Future Growth Illustration	4-8	Golf courses are too specific of a land use to address in the map.

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ON121	Marilyn	It is unclear why we would also identify this area as a suburban center. Another area where the developer has requested this type of zoning. I don't think that our regional plan should be giving the go ahead to development approvals for specific landowners and individual parcels without more vetting from the public as to whether the locations chosen are suitable.	Future Growth Illustration	4-8	The owners of properties in the JWP area have been working on site feasibility and development potential of their property in cooperation with the City for the last three years and the areas identified are those most likely to be developed into Centers.
ON122	Marilyn	How are we going to influence what can happen on these state land parcels after they are purchased? Currently we are seeing proposals for resorts and golf courses on recently purchased state lands. It seems that if we are going to get the desirable outcomes on the vacant parcels of land on the outskirts of the city we need to purchase them in order to control what kind of development happens there. We purchased state lands for open space. Maybe we should purchase them as investments in our future to create what this plan is proposing.	Future Growth Illustration	4-8	When auctioning property, ASLD considers the future land use category in their appraisals and in their conditions of sale. The Federal Lands and Working Landscapes category was applied to State land that we can expect not to be auctioned in the next 20 years. It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. The policies as written could support acquisition if that changes in the future.
ON123	Marilyn	As a gateway to our community If employment is going to be a long this corridor I would like to see landscaping elements that hide what may be unsightly features of facilities like this. This goes for the West entrance to town as well. The first introduction to lots of small towns is this industrial sector on the outskirts. I would encourage us to showcase our street frontage with the trees native to the area.	Future Growth Illustration	4-8	In Ch.3, "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.

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ON1246	Paul Moore	I would suggest that the category Centers, Corridors and Neighborhoods should roughly match with levels of desired change. In other words, Centers are where we expect a lot of increased density, Corridors where there will be moderate change and Neighborhoods where we'd like to preserve the form and quality with minimum carefully planned infill. On the other hand, when I look at this plan it looks like all existing residential areas will be subject to change, all the way from greenfield development of suburban sprawl to pressure on historic neighborhoods to dramatically increase density. I'm for increased densities, but it seems like the map could be a lot more careful and specific about where that occurs. For example, why not JW Powell?	Future Growth Illustration	4-8	The building block categories are not based on level of change. Depending on where they are applied, each category could prescribe more or less change compared to what currently exists on the ground and what is currently allowed by zoning. The plan proposes that existing neighborhoods become more dense through infill development and greenfield areas be developed with increased density compared to the status quo. Note that the Suburban Neighborhood categories were combined, and the JWP area now has the singular SN designation.
ON1258	Paul Moore	This map appears to indicate that all of the existing Flagstaff neighborhoods that are currently most walkable are proposed to be dramatically upzoned, while existing neighborhoods that are currently suburban and not very walkable, are proposed to remain substantially the same. Furthermore, all of the land around JW Powell is low density. Am I wrong? This seems backward to me. Per my previous comment, my expectation had been that existing walkable neighborhoods would be preserved with careful small scale infill. Certain very specifically identified areas within existing neighborhoods could be targeted for dramatic density increases with mixed uses. And then why not absolute minimums inside the Urban Growth Boundary to achieve long term walkability through out the city.	Future Growth Illustration	4-8	Yes. This is based on the scenario planning. Given the level of moderate or high growth that could occur, scenario planning indicated the City should recommend higher densities in existing walkable neighborhoods because they are the most cost-effective and efficient at producing affordable housing and supporting carbon neutrality. Areas with less connectivity can still benefit form improved walkability but there is some limitation unless the City is willing to buy homes and demolish them to increase neighborhood connectivity. Neighborhood plans can more specifically identify how density can be achieved compatibly within the neighborhood.

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ON658	Celia Barotz	Can you somehow note which squares are state land sections? This information would be very helpful.	Future Growth Illustration	4-8	State land labels were added to the FGI.
ON687	Sat Best	I heartily agree with Marilyn's comment on this parcel. If we invest in land we can make deals with developers and get the kind of projects we want that can be restricted, at least in part, to local residents. Without a stake in the development process we risk being dominated by the wealthy and the second home/vacation rental market.	Future Growth Illustration	4-8	It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. The 10-Year Housing Plan did not include acquisition for this reason. The policies as written could support acquisition if that changes in the future.
ON779	Celia Barotz	From what I can tell, this is part of the Cheshire neighborhood. Can you explain why the Future Growth Illustration Map shows that part of Cheshire is Suburban Neighborhood High Density and the other part is Suburban Neighborhood Medium Density? It's difficult to understand why the map would allow 40 duac in this area (SNHD allows 10-40 duac) given that the area has only one small commercial use (a gas station and convenience store) and it is miles from the an Urban Center.	Future Growth Illustration	4-8	The two Suburban Neighborhood categories were combined and the Cheshire neighborhood now has the singular Suburban Neighborhood designation.
ON780	Celia Barotz	Can you provide this map with more street names so those using the map can be more certain about what's where?	Future Growth Illustration	4-8	There is an online interactive map published on the website, which is better for showing these specific details.
ON781	Celia Barotz	I think this is the property of the Catholic Church. Can you explain the rationale for designating this property as Urban Corridor instead of Urban Neighborhood?	Future Growth Illustration	4-8	The church is a very large regional meeting facility and the surrounding properties, due to topography, are unlikely to be able to have neighborhood-like features and more likely to be developed in a multifamily setting.
ON797	Celia Barotz	Can you explain how the land use designations for this map were determined? For example, why are some areas designated Urban Center as opposed to Urban Neighborhood and vice versa? Can you explain why the Milton corridor and a portion of the West Route 66 corridor designated as Suburban Center rather than Urban Center or Urban Neighborhood? (It's possible to see the designation of Suburban Center in these areas as representing these area's current condition rather than what they could become.)	Future Growth Illustration	4-8	A portion of the Milton SC was changed to UC. The scenario planning information has been revised and added in Ch.1 and Ch.4. There is also a Scenario Planning Report on the website under the Reports and Data tab.

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ON799	Celia Barotz	The Future Growth Illustration map in the 2030 plan identifies natural resource areas. It would be helpful to include this same information in the proposed 2045 map.	Future Growth Illustration	4-8	The Significant Natural Resources Maps are separate in this draft. They are in Ch.7. A Concentration of Natural Resources map was not prepared for the 2045 plan which is what you see on the FGI in the 2030 plan.
ON965	Celia Barotz	Can you explain the rationale for NOHO (North of the Hospital) being divided into two densities on the map?	Future Growth Illustration	4-8	Much of the area designated Urban Neighborhood is zoned MR or HR, and additional blocks were included to provide continuity between areas of medium density.
ON966	Celia Barotz	Can you explain what the vision is for the Suburban Corridor running through Continental Country Club?	Future Growth Illustration	4-8	This corridor was removed.
ON1266	Paul Moore	To be clear, I would expect that central areas would be higher density and areas further out would be lower density. However, perhaps the map needs fine tuning in terms of considering the value of existing neighborhoods and encouraging new greenfield development to also be higher density.	Future Growth Illustration, reply to ON1258	4-8	The Suburban Neighborhood categories were combined and the density ranges were adjusted. The revised Suburban Neighborhood category supports the highest density range within the UGB.
ON544	Celia Barotz	Could you provide a link to this?	"Flagstaff City Code 10-20.50.040.D describes both types of zoning map amendments."	4-9	This section was revised and now links to Ch.2 instead of the Zoning Code.
ON124	Zak	Appreciate this. Some areas of SE Flag, while they have sidewalks are not walker/biker friendly because there are no services nearby. It isn't really practical to walk or bike from those places to get to services in a timely manner.	"Physical Form: Transit-supportive land use does not stop at the sidewalk. The ways that buildings are designed..."	4-9	No change suggested.

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ON801	Celia Barotz	I would add that the categories also describe densities that are permitted.	"The categories depicted on the Future Growth Illustration describe the characteristics anticipated for these areas as they develop or redevelop."	4-9	Desired density is described a few sentences later.
ON125	Michele	With direct-to-ordinance zoning map amendments, where is the City's leverage to get affordable housing?	"The purpose of these guidelines is to determine the appropriateness of a proposal for the Future Land Use Category for Direct-to-Ordinance Zoning Map Amendments..."	4-9	It is in the application of the goals and policies. This sentence was deleted.
ON466	Sandra Lubarsky	It would be helpful if you defined what this means in the text, rather than in a footnote.	"The purpose of these guidelines is to determine the appropriateness of a proposal for...Direct-to-Ordinance Zoning Map Amendments and Conditional Use Permits..."	4-9	This sentence was deleted.
CM60	Commission on Inclusion & Adaptive Living	“...Centers should contain a mix of <u>accessible</u> housing...”	Centers	4-9	Accessible housing was addressed by the revised NE goal and policies in Ch.3.

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L105	Friends of Flagstaff's Future	How will the new density parameters impact existing neighborhoods? It would be very helpful to include examples and photos of existing developments that have the densities being proposed so the public can better understand how their neighborhoods will change. (Examples could include the densities of some of the student housing projects, the condominium project on Ponderosa Parkway, and the condominiums at Beaver and Dale, as well as an explanation of what the dwelling units per acre for a 4-flat would be on a typical lot in the proposed Urban Neighborhood.)	Future Growth Illustration	4-9	Example photos with density calculations were added throughout Ch.4.
ON967	Celia Barotz	Just to clarify, so this means that the current zoning for a property will never go away unless the property owner wants to upzone it and make it more dense to be consistent with the proposed Future Growth Illustration map? For example, if a property owner in Sunnyside wants to tear down her house and rebuilt it according to the current zoning, she can do that?	Future Growth Illustration disclaimer	4-9	Yes.
ON1213	Celia Barotz	Will the city take on the project of rezoning the whole city assuming the voters pass a revised regional plan or will it be up to individual property owners to rezone their properties?	Future Land Use Categories	4-9	Probably not as a new zoning map, but the standards for existing zones may be updated.
ON800	Celia Barotz	Can you provide a link to the section in the Zoning Code about conditional use permits?	Future Land Use Categories	4-9	The conditional use permit language only applies to the County and is explained in Ch.2 endnotes.
ON802	Celia Barotz	Is there any way to write this paragraph so it is easier for the layperson to understand it?	Future Land Use Categories - first paragraph	4-9	This section was revised.
L116	Friends of Flagstaff's Future	If we're going to experience the 50% increase in population assumed by this plan, why isn't the goal to develop and re-develop neighborhoods that are dense enough to be self-reliant and include commercial and social amenities? Increased density should go hand-in-hand with accessible community amenities, commercial businesses and employment. Otherwise, we will have two extremes: densification in limited areas of town and a heavily car-reliant population in less dense areas. We will be furthering the problems associated with sprawl, including a likely increase in traffic congestion as people seek to meet their daily needs by driving into the urban centers of town. And we will not have significantly addressed our carbon footprint since large portions of the population will live in car-dependent neighborhoods.	Land use framework	4-9	The neighborhood categories do allow commercial through the compatible zones listed in the Table of Zoning Compatibility. NCC, CS, and SC are commercial zones that are allowed in either Urban Neighborhood, Suburban Neighborhood, or both. The Neighborhood Commercial category also supports commercial development in residential neighborhoods.

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L118	Friends of Flagstaff's Future	Delete the Suburban Neighborhood Medium Density land use category as it overlaps significantly with the Suburban Neighborhood High Density land use category and dilutes efforts to achieve density, increase housing stock, and reduce carbon footprint.	Land use framework	4-9	The two Suburban Neighborhood categories were combined.
L122	Friends of Flagstaff's Future	Provide safeguards to prevent an increase in suburban sprawl.	Land use framework	4-9	The Suburban Neighborhood Category was designed to encourage a denser pattern than the status quo. See p. 2-9 and 2-8 for how the major/minor plan amendments discourage sprawl.
L7	Elson Miles	Wish list - "New public buildings to have a 40 foot (minimum) set-back from the city street to provide for public space. A good example is the county courthouse at the corner of Beaver St. and Cherry Ave., which has zero setback. Before it's construction we petitioned the city to add such a setback. They said the space in front on the street was needed for a prisoner exchange area behind the court house... ahh yes, land use for the greater/higher 'good'?!"	Land Use Framework	4-9	Urban Center has a guideline that supports this.
ON239	Michele	It makes more sense to read the descriptions of the categories before the Land Use maps.	Land Use Framework	4-9	Staff discussed reordering but decided to keep the order as is.
CM61	Commission on Inclusion & Adaptive Living	“Public Realm: Accessible streets, sidewalks...make up the inclusive public realm.”	What is Transit-Supportive Land Use?	4-9	"Accessible and inclusive spaces" was added a few sentences below.
CM62	Commission on Inclusion & Adaptive Living	“Public Realm:...Wider sidewalks with curb cuts, ADA compliant ramps, and truncated domes joined with engaging streetscapes...”	What is Transit-Supportive Land Use?	4-9	Suggestions of precise improvements are too specific for the Regional Plan.
ON234a	Diane	Although the number of second homes and short term rentals is mentioned, I don't see concrete plans to limit these types of housing. With a limited number of affordable houses in the greater Flagstaff area, this should happen right away. Has the city ever considered no growth or limited growth in Flagstaff?	Chapter 4	4-i	The City and County currently lack the authority to limit STRs and second homes. New Policy DP.3 includes regulation of short term rentals as an emerging land use issue.

Comment ID	User name	Comment	Comment Location	Page	Response
ON234b	Diane	Although infill is a great idea, I have mostly seen high priced apartments constructed, but not much else. New developments should be required to limit the square footage, be energy efficient and be offered at an affordable price so that families aren't spending 30 or more percent of their income to own a home.	Chapter 4	4-i	Limits to square footage and energy requirements are Zoning and Building Code issues--the Regional Plan does not get that specific. There are goals and policies in Ch.3 promoting a variety of housing types and affordable units (HA, NE) as well as energy efficiency (CA, E). See also the action items in Ch.5 and Ch.10.
ON705	Kim	What is our housing supply problem? It is not accessibility for the wealthy or, in the language of the plan, it is not "housing attainability for all". This plan needs to speak plainly and consistently about what our housing needs really are. The introduction to the plan talks early on about our high poverty rates and the terribly high percentage of residents who are housing cost burdened. Can we please put two and two together in clear language and a persistent precise focus on real needs? We (the public who will be voting this plan up or down) need to be able to assess whether this draft plan will address our most dire housing needs, and those are housing for people living in poverty, who are food insecure and who are housing cost burdened. We need plain and honest and precise language and persistent focus to do so.	General comment	4-i	More housing data was added in Ch.1, Ch.4, and Ch.5. Information on scenario modeling was added and revised in Ch.1 and Ch.4. The Ten Year Housing Plan and it's related reports provide a deeper dive on this topic.
ON820	Thomas Andersen	I would prefer "We have a chance to make a difference if we Act Now" to "We had a Chance if we had acted then, but now its too late", or "Why were we so blind to the evidence all around us that things were changing so rapidly". I understand that I am basically, swimming upstream against the flow, but I Honestly feel that we are losing the chance to make a difference in our Community. Flagstaff and area has the opportunity to show leadership to the World by making decisions that will favorably impact the climate, housing, transportation, and quality of life in General. I repeat "Growth for Growths Sake is a BAD DECISION".	General comment	4-i	The City and County cannot restrict incoming population, they can only respond to projections to support the vision for an equitable, affordable, and climate-friendly community. See the revised section on growth in Ch.1 (p. 1-9).

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ON676	Thomas Andersen	Phoenix was a fairly livable city before rampant, unchecked growth was allowed. Its now a victim of its own success. The monsoon thunder and rainstorms that used to occur in the summer, bringing welcome rain and cooling to the area are now very rare or non existing. This is due to the heat island effect of scraping the desert of native vegetation and replacing it with heat absorbing hard, impermeable surfaces. I see the same thing happening in my Beloved Flagstaff. Rain and snowstorms are becoming rarer. And when they do close in after a unseasonably hot day, you can see them all around the city, dropping precipitation, but not coming into the city until after dark, if at all. This is partly due to climate change, which is real, it is happening. But also due to, again, unchecked growth in the Flagstaff area, and throughout Coconino County. This needs to be regulated. We need to get back some of our greenspaces. Maybe trade acre for acre, hard surfaces for new greenspaces. Growth for growths sake is always a loser! Flagstaff needs to be a lot more progressive in understanding this and dealing with what is turning, rapidly into an environmental disaster. DONT PHOENIX FLAGSTAFF!	Growth, chapter 4 in general	4-i	Added Policy DP.5 on nature-based infrastructure solutions for climate resilience. A discussion of the benefits of parks and open space, including for urban heat mitigation, was included on p. 8-2.
L51	FCCC	Generally, we would like to see more emphasis on equity and access for disenfranchised populations, particularly in food and agriculture, as mentioned throughout the plan. Resource sharing and resource navigation are critical facets of creating hunger-free and food-secure communities.	SES Chapter	5-	The plan discusses equity and food systems principle in Ch.5, but also in Ch.1, Ch.3 (DP.6 and HE.5), and Ch.8 (some of these sections have been revised). The City's Food Systems Assessment and forthcoming Community Food Action Plan go into more depth on these topics and are a better resource on these topics than the Regional Plan.
L54	FCCC	There is a difference between community food security, food security, and hunger relief. These should be clearly defined and properly used throughout the plan.	SES Chapter	5-	The glossary defines "food insecurity" and food security/insecurity are primarily the terms used in the document. The Regional Plan is high-level and is not the place for a deep dive on this topic, but there are other resources like the City's Food Systems Assessment that do provide more information.

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L55	FCCC	Local agriculture should be supported throughout the plan. Often, this gets cast aside for affordable housing, which while important, is not the only consideration for community resilience and vitality. This means expanding where food can be grown within zoning limits and rezoning parcels for multipurpose use.	SES Chapter	5-	This is addressed by revised policies DP.6, HE.5, and the Ch.5 action item on urban agriculture. Ch.8 discusses the colocation of gardens/farms and housing (p. 8-2).
W60	Commission on Inclusion & Adaptive Living	affordability and accessibility should be tied together to address the vulnerability of disabled individuals to be unhoused due to the double constraint of limited income and limited availability of accessible units.	SES Chapter	5-	See updated NE goal and policies in Ch.3.
ON857	Val	Does Flagstaff even have the land to build this many units, without taking up open spaces?	" 2. Create or preserve 7,976 housing units by 2031 with a minimum of 10 percent of the being affordable. This will increase the overall supply of market-rate, workforce, and affordable housing occupied by local residents."	5-1	This section on the 10-Year Housing Plan was moved to Ch.1. Land is a limiting factor, but code requirements also determine the density that can be achieved on each parcel. The Housing page on the City's website provides more information on progress toward this goal. The LASS CAP is also available online and speaks to the two sides of this question (land availability and code limitations).
ON156	Zak	Forcing developers to designate affordable housing in their buildings will only make units even more expensive in the other units. Administrative burden and parking minimums are more responsible. With high costs, like covered/ raised parking developers cant afford to build anything less than luxury units. Additionally most single family housing will not be usable by the affordable housing community because many of these residents don't have or cant afford cars. Single family housing (especially built on city land) also reduces green space and all of the ecosystem services there in, such as flood prevention. Instead of building single family affordable housing build walkable mixed use buildings that will naturally be on track for an affordable housing lifestyle.	" 2. Create or preserve 7,976 housing units by 2031 with a minimum of 10 percent of the being affordable. This will increase the overall supply of market-rate, workforce, and affordable housing occupied by local residents."	5-1	This section was moved to Ch.1. Inclusionary zoning is preempted by state statute. It is a quote form the 10 year Housing Plan. The Regional Plan Committee discussed parking minimums and determined to allow parking flexibility but not eliminate minimums. The plan supports adding a variety of housing types with dense development patterns for the reasons raised in this comment.

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ON157	Ira Allen	That 10% is almost farcical. Not only would it not make a dent in the existing housing crisis, it would ensure a *deepening* of this crisis by provisioning non-affordable housing for ten times as many people. I know the Regional Plan is not the City's plan, but you seem to be citing the City's 10-Yr HP approvingly and that is fundamentally not good at all.	" 2. Create or preserve 7,976 housing units by 2031 with a minimum of 10 percent of the being affordable. This will increase the overall supply of market-rate, workforce, and affordable housing occupied by local residents."	5-1	This section was moved to Ch.1. It is a quote from the 10 year Housing Plan., which has been adopted by the City Council.
ON854	Val	Does Flagstaff even have available land to build this many single housing units??	" 2. Create or preserve 7,976 housing units by 2031 with a minimum of 10 percent of the being affordable. This will increase the overall supply of market-rate, workforce, and affordable housing occupied by local residents." Reply to ON156	5-1	This section on the 10-Year Housing Plan was moved to Ch.1. Land is a limiting factor, but code requirements also determine the density that can be achieved on each parcel. The Housing page on the City's website provides more information on progress toward this goal. The LASS CAP is also available online and speaks to the two sides of this question (land availability and code limitations).
ON1223	Sat Best	add "second home and vacation rental demand"	"...the systems that support the availability and accessibility of attainable housing are suffering from macroeconomic forces... such as inflation, unemployment, or interest rates."	5-1	This sentence was moved to Ch.3. A new section on the Housing Emergency in Ch.1 mentions second homes and vacation rentals. They are also discussed later in Ch.5.

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ON1264	Nat	This is true in general, but in Flagstaff there appears to be many vacant house or little used housing units that reduce, we need to know how much, the availability of houses for sale. If this is a fact, that may offer other solutions.	"...the systems that support the availability and accessibility of attainable housing are suffering from macroeconomic forces... such as inflation, unemployment, or interest rates."	5-1	This sentence was moved to Ch.3. There is data on p. 5-3 on how many second homes and vacation rentals were estimated to exist in the City. Data on rental vacancy rates was added.
ON1229	Erica Rackley	Are there any comparable plans for subsidy provision for low-to-middle income residents who live outside CoF limits? Doney Park, Mountainaire, Kachina, etc.?	"1. Impact at least 6,000 low-to-moderate-income City residents through a combination of unit creation or subsidy provision."	5-1	Coconino County is not considered a housing authority. Rather we are considered a Community Action Agency which allows us to assist all residents of Coconino County with assistance through once a year funds like LIHEAP(Low-Income Home Energy Assistance Program), CSBG (Community Service Block Grant), and TANF (Temporary Assistance for Needy Families). We also have subsidies through the Arizona Department of Housing. Individuals can go to our website under assistance to find more information or come in to talk with a staff member.
ON1262	Nat	Consider Public Private arrangements with specific entities like FUSD, Gore, the City/County, Tourist Industry for work force housing.	"1. Impact at least 6,000 low-to-moderate-income City residents through a combination of unit creation or subsidy provision."	5-1	This section was moved to Ch.1. There is a Ch.5 action item on this - "Explore ways to incentivize City, County, and other employers in the Region to offer Employer Assisted Housing programs."

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ON627	Marilyn	What is the justification for the need for housing units at all income levels? Do we really "need" more second homes, more investment properties, more golf course communities? While this statement may appear "fair", it does a disservice to the efforts to create not just more affordable but more attainable housing for the people that currently live here. There is only so much land that can be developed. It's one thing to state that we can't control what gets built on private property but another to state they we "need" more homes for the wealthy.	"Across the Region, there is a need for housing units at all income levels with an emphasis on units and subsidies specifically for low-to-moderate income residents."	5-1	The State has limited the City's ability to require affordable housing as a percent of new development and the ability to regulate second homes and AirBnBs in a manner typical in other jurisdictions. Because of this reality, demand for second homes and short term rentals will continue to exist. The City must consider the demand for and the ability to supply these types of units and still provide for affordability with the tools available.
ON1231	Erica Rackley	Agree. We do not need more housing units at the highest income levels.	"Across the Region, there is a need for housing units at all income levels with an emphasis on units and subsidies specifically for low-to-moderate income residents." Reply to ON627	5-1	The State has limited the City's ability to require affordable housing as a percent of new development and the ability to regulate second homes and AirBnBs in a manner typical in other jurisdictions. Because of this reality, demand for second homes and short term rentals will continue to exist. The City must consider the demand for and the ability to supply these types of units and still provide for affordability with the tools available.
ON803	Celia Barotz	I feel like this sentence is awkward and could be clarified somehow.	"They depend on the built environment and the organization and interactions of people for the system to function equitably and reliably"	5-1	Edit made.

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ON560	Ben Ruddell	I don’t think the “emergency” or “crisis” language is helpful for discussing Flagstaff’s housing affordability problem, especially in a long term planning document. It is an affordability problem, and affordability has a well known set of economic development solutions that are not emergency solutions.	“The current Housing Emergency in Flagstaff has deep roots, with no single root cause..."	5-1	The City has declared a Housing Emergency and a Climate Emergency, which informs the plan's language. This section on the housing emergency was moved to Ch.1 and revised.
ON659	Celia Barotz	Since this draft appears to emphasize a vision that includes much more density as one way to increase housing of all types, I suggest changing the title of this chapter so that it includes the word 'HOUSING'.	SOCIAL AND ECONOMIC SYSTEMS	5-1	This suggestion was discussed, but kept the title as is.
ON867	Val	Any new business coming to Flagstaff should also adhere to the cities climate action plans/Carbon Neutrality Plan.	"The City's Economic Vitality Division strategically recruits businesses as part of an initiative called Choose Flagstaff, which focuses on employers that provide high-skill, high-wage jobs in desired sectors."	5-10	The Carbon Neutrality Plan is not a specific plan, so it cannot be applied in this way. See Ch.10 action item "Encourage or assist industrial operations in the City to capture carbon emissions..."
ON752	Emily	I love that you added this information.	NAU and the Regional Economy	5-11	No change suggested.
ON167	Michele Axlund	CCHHS does monitor vector-borne illness brought about by water due to flooding. We do not monitor water availability or water quality. This is ADEQ. - referencing statement.	"Climate change poses challenges to the health system as well, bringing increased exposure to extreme weather, natural disasters, poor air quality, and vector-borne illness while compromising water availability. CCHHS continues to anticipate, monitor, and address these challenges..."	5-12	This paragraph was deleted.

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ON937	Laura Huenneke	Might cite as a positive example the planning for the Murdoch Center to be a resilience hub organized by the Southside Community Association.	"They have also been a means of supporting major grant applications and the distribution of Community Development Block Grant funding."	5-12	Edit made.
ON629	Marilyn	If our goal is to have more density in existing neighborhoods a goal of the plan should be to have neighborhood associations in each neighborhood where this density could potentially occur. That way the neighbors can be more informed and have more influence on the what kind of development occurs.	Neighborhood Associations	5-12	Policy NE.4 on Neighborhood Associations was revised to cover more involvement in local decision-making. This section in Ch. 5 was expanded with a list and map of existing and planned neighborhood plans. There is a Ch. 5 action item for creating more neighborhood plans, and it was revised to include the JWP Specific Plan.
CM28	Bicycle Advisory Committee	The BAC had an extended discussion about how to discuss potential outcomes and site locations for the hospital in the Regional Plan. While this topic is not directly related to bicycling, ensuring that critical medical facilities are accessible by transit and for infrastructure serving pedestrians and bicyclists is critical to supporting City residents in changing their mode(s) of transportation	Public Health	5-12	The NAH Specific Plan is still in place, and the Future Growth Illustration designates the specific plan area as an Employment District, though it is not yet known what the hospital's future plans will be.
L199	Equity Climate Advisory Group	Need stronger language in the first paragraph from health challenges, to health disparities. Food apartheid should be mentioned again, as this more directly centers on the system perpetuating harm.	Public Health	5-12	This section provides an overview of current conditions for healthcare in the Region but does not go into depth, because the Regional Plan has limited influence this topic. The section directs to the Community Health Needs Assessment for more.

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ON1227	Sat Best	The recent very ugly failed effort by Northern Arizona Healthcare to move the hospital pointed out the lack of communication within our healthcare community and between NAH and the public. I sent a proposal to City and County staff to create a Healthcare Commission that would be organized by County Health to bring together all elements of the regional healthcare community and community representatives for scheduled and moderated discussions about optimizing healthcare. The County has jurisdiction but the City government should be actively involved, just as it with ADOT and USFS issues. Healthcare is one of our largest businesses and a vital community asset, and it requires much better coordination and communication.	Public Health	5-12	This suggestion is outside of the scope and authority of the Regional Plan.
ON870	Val	Any existing or new health facility should comply with the Carbon Neutrality Plan.	Public Health	5-12	The Carbon Neutrality Plan is not a specific plan, so it cannot be applied in this way.
ON630	Marilyn	It's odd to me that this section completely ignores the battle over where our hospital should be located. At a minimum the controversy should be mentioned as an issue of concern for the community. How to tackle the issues posed by this controversy could potentially be dealt with in the goals and policies. Encouraging better communication between the board of the hospital and the community would be a start.	Public Health Section	5-12	The NAH Specific Plan is still in place, and the Future Growth Illustration designates the specific plan area as an Employment District, though it is not yet known what the hospital's future plans will be. The suggestion on improving communication is outside of the scope of the Regional Plan.
ON505	Sara Sprague	Goes beyond the farm-to-table, there is waste associated with this, which is a huge GHG emitter. Should be included for the full cycle of the system.	"A “food system” is the cycle food follows as it moves from farm to table, and the people, land, and infrastructure involved"	5-13	"Waste management" is included in the next sentence.

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ON504	Sara Sprague	Suggest health disparities instead of challenges.	"Additionally, food availability and quality are not distributed equitably around the Region's communities, causing health challenges like hunger and obesity"	5-13	Edit made.
ON507	Sara Sprague	Could also include food apartheid with the disparities experienced	"Additionally, food availability and quality are not distributed equitably around the Region's communities, causing health challenges like hunger and obesity"	5-13	"Disparities" was included.
ON1047	Zenya Ledermann	Agreed!	"It encompasses a range of activities from growing, foraging, a....." Reply to ON567	5-13	Added "storing"--"processing" is already included. There is a Ch.5 action item on this.
ON567	Ben Ruddell	Don't forget about the food processing steps of the cycle. Cold storage, warehousing, stockpiling, processing, packaging, distribution, food safety. This is where most of the jobs and revenue are. We could bring a lot more of this to Flagstaff if we want more local food- unlike the growing, which is not promising here. These businesses need railroads, interstates, reliable and clean power and water, and a good workforce- all of which we have. But they also need light industrial zoning and incentives in this plan.	"It encompasses a range of activities from growing, foraging, and ranching; processing; transporting, and distributing; retailing and marketing; preparation and cooking; eating; waste management; safety; land and water stewardship; and environmental preservation"	5-13	Added "storing"--"processing" is already included. There is a Ch.5 action item on this.

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ON1050	Zenya Ledermann	According to Feeding America, the food insecurity rate in Coconino county as of 2022 was 14.4% https://map.feedingamerica.org/county/2022/overall/arizona/county/coconino	"Not everyone in the Region has access to healthy, affordable food. Countywide, an estimated 12.3 percent of residents are food insecure. In a 2023 survey of County families, 56 percent stated they had concerns or had experienced challenges accessing nutritious food in the prior year." Reply to ON551 and ON511	5-13	Updated to 13% based on the CHNA.
ON506	Sara Sprague	climate change..	"The journey food takes through the food system is influenced by many factors including the Northern Arizona ecosystem, research, education, funding, policies, and the community's rich cultural traditions, and is interlinked with regional, state, national, and international food production and distribution networks"	5-13	Edit made.

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L158	Equity Climate Advisory Group	We believe that there needs to be more actions towards a multifaceted level of engagement amongst the food system in our region(s). There are interconnected concerns when it comes to food access in our community. Oftentimes, there is a misconception that you need a lot of land to grow food. As a farmer for five seasons in Flagstaff, I can argue against this, as with less than two acres of land, we cultivate upwards of 700 pounds of food for our community per week. With this, we strongly encourage more support for our local food system, especially when it comes to land access and rezoning to support urban agriculture. Land needs to be allocated for the purpose of agriculture.	Food System and Food Security	5-13	Added that the environmental factors have kept the scale of agriculture in the Region small. The Ch.5 action item and revised policies DP.6 and HE.5 in Chapter 3 cover the rest of the comment.
L159	Equity Climate Advisory Group	We also strongly support actions towards subsidies for farmers in our area, and to distribute funds which elevate our food system through a commitment in infrastructure, which will bolster our capacity to grow and collaborate (e.g., food hubs).	Food System and Food Security	5-13	Subsidies are outside the scope of the Regional Plan.
L160	Equity Climate Advisory Group	We encourage the plan to be more comprehensive about the possibilities of growing food to eat and share in our region. Time and again, examples (both historically and contemporary) highlight the possibilities and positive impact of agriculture aligned with community needs, wants, and interests.	Food System and Food Security	5-13	There is a separate forthcoming Food Community Action Plan that will go into more detail.
L161	Equity Climate Advisory Group	Urban agriculture (inclusive of all models) is a way in which jobs can come into fruition, community can be fostered, and access to healthy, locally produced foods can be attained. The more access we have to spaces dedicated to growing food, the more resilient we will be.	Food System and Food Security	5-13	Agreed, covered by Ch.5 action item and policies DP.6 and HE.5.
L162	Equity Climate Advisory Group	There needs to be more room and focus on current and possible urban agriculture opportunities in this section. Such as high-tunnel innovations, school-gardens, the farmers, the Flagstaff community-supported agriculture (CSA) and demonstrate what is possible, such as food hubs, co-ops, and commercial kitchens. More emphasis on infrastructure support through financial means.	Food System and Food Security	5-13	That is supported by the analysis and the policies DP.6 and HE.5 in Chapter 3. There is limited room for more details in the Regional Plan.
L56	FCCC	Farmers and ranchers should be better recognized and language should include ways to equitably support and subsidize their efforts.	Food System and Food Security	5-13	The Food Community Action Plan and the County Comprehensive Plan will address this.
L58	FCCC	There should be mention of food deserts and food apartheids in Chapter 5. Many Northern Arizona communities are located within USDA-defined food deserts (from the Food Access Research Atlas). However, realistically, many of them should be better defined as food apartheids because they are the result of inequitable development and access. These should be included when discussing transportation and access related to food.	Food System and Food Security	5-13	The analysis of food deserts is not available in comprehensive way at this time. One of the issues is that the County is so geographically spread out that the data is difficult to calibrate. We discuss that there are food disparities and will work to identify them at the neighborhood level.

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L59	FCCC	FFFC has data on food insecurity and demographics that could inform the plan. We will be publishing our Food Equity Report soon and would be happy to discuss these statistics further. Additionally, the Food Action Plan being created by the City, Foodlink, and Pinnacle Prevention should have a reference within the Regional Plan.	Food System and Food Security	5-13	The Food Action Plan is referenced on p. 5-17. We are not further updating the data at this time because it is very similar to the existing data and would not lead to different conclusions or policies
ON1144	Sandra	The assumption here is that food will be grown on land that is unprotected from the weather, pests, etc. But the future of food in our region (and in other regions that will be hard hit by climate change) is growing food in controlled environments, aka greenhouses. Many of the challenges of food-growing--bad weather, poor soil, unpredictable water supply, pests--can be controlled for. Cities across the world are investing in municipally owned greenhouses for just these reasons. I recommend that this section be updated to reflect the increasingly popular model of controlled agriculture.	Food System and Food Security	5-13	Climate change was added in the sentence discussing influences on the food system. There is limited space to go into detail on the forms of agriculture, as the Regional Plan is a high-level document. This is better addressed in the forthcoming Community Food Action Plan.
ON566	Ben Ruddell	Flagstaff has one of the shortest growing seasons in the world- even shorter than Alaska, for example. And our soil is terrible and rainfall is unreliable. This is a uniquely bad place for agriculture, with the sole exception of ranching. And, we're a two hour drive from one of the best places in the world for agriculture, so competition is stiff. (and, is Phoenix area food not local enough? it's not 1000 miles away...) It's important to understand this perspective in order to make realistic food plans for Flagstaff.	Food System and Food Security	5-13	The environmental challenges for food production are listed in this section and in the list of findings from the CFSA. The City of Flagstaff is preparing a separate Community Food Action Plan that will address seasonality and barriers that are from the natural environment. The Regional Plan will only address food system issues related to land use.
ON753	Emily	I know we have no/little control over greening the transportation system that brings our food to Flagstaff, but the water required to grow food locally is also significant. Across all farm-intensive states (including Arizona) 70% of water use is devoted to agriculture. Currently, agricultural is only 1% of our industry- does increasing it substantially to achieve food security really a sustainable choice for this region? Perhaps if we could get everyone to eat the food that Indigenous people historically consumed here, but I don't see that happening unless literally forced to by horrific economic conditions.	Food System and Food Security	5-13	Information on water availability and use was added to this section. The Regional Plan policies on food systems (DP.6 and HE.5) do not require a self sustaining food region, only an expansion of what is available to improve the resiliency of the Region to climate change and food supply chain issues.

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ON1088	Nick Zachary	Growing here is challenging, I'll admit, but not far fetched. There are many small scale growers having plenty of success with a variety of crops in all types of micro-climates. See Forestdale Farms. While we may have a short growing season in terms of freezing temperatures, we more importantly have 10 hours of light in a day from roughly mid-January til December 1. With 10 hours or more of light in a day, plant growth is not significantly impacted. It takes a small investment in infrastructure to make growing crops year round possible. No, not tomatoes in January, but other cold-hearty crops that can still benefit a community when they're not grown in synthetically-boosted soil and trucked hundreds of miles to market.	Food System and Food Security, reply to ON566	5-13	No change suggested.
ON1087	Nick Zachary	It is absolutely important to manage the amount of water we have access to. This is why the City has a great water reclamation program with capacity to create 10 million gallons per day. The City has also made significant investments in upgrading the treatment technology at these plants to provide high-quality (Class A+) reclaimed water. As per Ariz. Admin. Code § 18-11, reclaimed water can be used for the irrigation of food crops, orchards, sod farms, fiber, seed and forage crops as well as animal pasture. Many of these uses can even use lower grade Class B or C. The latest data I could find shows that 49% of the City's reclaimed water is used at golf courses, with 10% used by Snowbowl. And in the winter, most of the reclaimed water goes right into the Rio de Flag. We as a community should carefully assess where we choose to use our water. Why should we deny local food production initiatives on the grounds of sustainability when 59% of this viable reclaimed irrigation water is going toward fake recreational landscapes for second home owners?	Food System and Food Security, reply to ON753	5-13	Added language about the State, County, and City level of available water used for agriculture. See WR policies in Ch.3 on expanding water reuse.
ON872	Val	An attempt to conserve, recycle, store rain water, should be included as required for any food system.	Food System and Food Security, reply to ON753	5-13	Water conservation is covered broadly in Chapter 9 and in the WR policies in Chapter 3. These would apply equally to food systems.
L207	Equity Climate Advisory Group	Mention subsidies for local farmers or supporting policies that make healthy, locally-produced food more affordable for consumers and food distributors	Food Systems and Food Security Section	5-13	Subsidies are outside the scope of the Regional Plan.
L200	Equity Climate Advisory Group	The photo of the person with the oven needs to be removed. Why would this be appropriate here? Perhaps including a photo of the urban agriculture, or farms in the area.	Photo on 5-13	5-13	This photo was updated.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1045	Zenya Ledermann	I feel like there could be a more fitting photo to add here, one that better aligns with the headline of food systems and food security. Maybe an organization such as Flagstaff Family Food Center, Foodlink, Forestdale Farms, the Farmers Markets, or St Mary's.	Photo on 5-13	5-13	This photo was updated.
ON508	Sara Sprague	Why is this the photo being used? Why not of the vibrant community gardens in town, Colton Community Garden, of farmers in Doney Park and Flagstaff... show how it is possible to grow here.	Photo on 5-13	5-13	This photo was updated.
ON318	Michele James	Clarify that Northern Arizona in this example includes the northern FIVE counties. This is a huge exaggeration of the farms in the "Region." Include only data for the Region if possible. If not then include data from Coconino County.	"As of 2024, Northern Arizona was home to 11,670 farms and ranches, with 17,100,981 acres in production"	5-14	This statistic refers to the five counties in northern Arizona - clarification was added.
L202	Equity Climate Advisory Group	Details are missing from the data as it seems a little too generalized, which skews these findings of the agricultural landscape in northern Arizona. Need to be more specific about the five counties within this data	"As of 2024, Northern Arizona was home to 11,670 farms and ranches, with 17,100,981 acres in production..."	5-14	This sentence was revised to clarify that this data is general and is a measurement of five counties.
ON568	Ben Ruddell	Food affordability and income are directly linked, as they are with housing prices. Bringing higher-wage jobs into the community by incenting and planning for them is the best thing we can do to make food affordable. This needs to be a priority.	"Children, Hispanic, Black, and Native American populations in the County suffer from disproportionately high food insecurity rates compared to the rest of the state"	5-14	This is addressed by the revised HE and ED policies in Ch.3.
L203	Equity Climate Advisory Group	Fact-check the food insecurity % as they differ from the Community Food System Assessment and Equity Report from FFFC. In the CFSA, it is 13.3% in our region (northern AZ). Should include disparities experienced amongst children and different racial identities	"Countywide, an estimated 12.3 percent of residents are food insecure."	5-14	Updated to 13% based on the CHNA.

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ON509	Sara Sprague	...and adds opportunities for workforce development and careers.	"Despite these challenges, food production continues to be an important economic activity in the Region"	5-14	Edit made.
ON754	Emily	At 1% it is an important economic activity (combined with mining)?	"Despite these challenges, food production continues to be an important economic activity in the Region."	5-14	The 1% applies to "Agriculture/Mining" but food production includes economic activities captured in other categories.
ON510	Sara Sprague	Where did this information come from?	"European settlers brought pumpkin, bean, and potato farming to the landscape"	5-14	Added citation.
ON1048	Zenya Ledermann	Is this last sentence relevant? If so, it should be cited and also clarify that it was through colonization that these items were brought here, and thus the impact it had on native food systems and livelihoods	"European settlers brought pumpkin, bean, and potato farming to the landscape."	5-14	Added citation. Added that the plants introduced were non-native and consumed more water.
ON512	Sara Sprague	Include these percentages for easier comparison.	"Food insecurity Countywide is higher than the state average."	5-14	No change.
L201	Equity Climate Advisory Group	Where did the information come from on 5-14 about what Indigenous vs colonial settlers cultivated in the region? Would suggest including the research from which it was cited.	"For centuries, the Region's Indigenous Peoples maintained a local food system, practicing floodplain agriculture..."	5-14	Added citation.

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ON755	Emily	Way too vague, "in the past". Such as in the past when population was less than 7,000 people? "In the past" before transportation systems brought food to this region? "In the past" before creating a vast water infrastructure and people ate lots of beans and kale in this region?	"In the past, the food system was mostly self-sufficient..."	5-14	Clearer language was added.
ON511	Sara Sprague	Suggest checking with the Flagstaff Family Food Center as well, along with the Community Food Systems Assessment, as these numbers are a couple % lower than other findings suggest.	"Not everyone in the Region has access to healthy, affordable food. Countywide, an estimated 12.3 percent of residents are food insecure. In a 2023 survey of County families, 56 percent stated they had concerns or had experienced challenges accessing nutritious food in the prior year."	5-14	Updated to 13% based on the CHNA.
ON551	Sara Sprague	From the CFSA on page 19, it looks like it is 13.3%. It could be of use to include the % of children too (18.6%).	"Not everyone in the Region has access to healthy, affordable food. Countywide, an estimated 12.3 percent of residents are food insecure. In a 2023 survey of County families, 56 percent stated they had concerns or had experienced challenges accessing nutritious food in the prior year." Reply to ON511	5-14	Updated to 13% based on the CHNA. The CFSA statistic refers to all of northern Arizona.

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ON565	Ben Ruddell	Ranching, including but not limited to beef production, along with alcohol production, are the only food industries making a significant caloric impact on the region at present (to my knowledge, and ice cream cones or pet food notwithstanding). A key opportunity we are missing is to do more of the value-added meat processing here in Flagstaff, bringing that part of the value chain and local food supply back to the area. Local food, tax base, and jobs. Where does the plan envision locating those food facilities?	"This region represents 70 percent of all Arizona farms and ranches and 67 percent of Arizona's agricultural acreage"	5-14	The plan is not specific enough to envision an exact location. Industrial land allows manufacturing and processing. So this would correlate to the Employment District areas.
ON168	Zak	The city could support urban food forests by encouraging food producing trees be planted instead of invasive species like Calorie Pears. Additionally, the city should continue to support community gardes, even in floodplains instead of converting them to single family (affordable or otherwise). The city should also seek out partners for additional community gardens on the West side, like the Thompson properties along 66.	Food System and Food Security	5-14	Suggestions for specific species and locations for gardens is too detailed for the Regional Plan. There is a section on foodscaping following this section.
ON763	Emily	Fruit trees are notoriously difficult to bear fruit with any regularity in this region (apples fair the best). Most other fruit trees will only bear fruit every 7 years in this climate. And they require a lot of water for not much fruit being grown. More affordable housing on city land, you can always add garden plots to the landscape around the affordable housing and rainwater harvesting to offset the water impact.	Food System and Food Security, reply to ON168	5-14	The foodscaping information was updated to include that foodscaping can be a low-water addition to landscaping when designed with rainwater harvesting or stormwater management.
ON1053	Zenya Ledermann	There are many ways to collect rainwater or have dry farming practices that can produce edible landscapes with low water needs, this should be included in the regulations	Foodscaping call out box, reply to ON773	5-14	The foodscaping information was updated to include that foodscaping can be a low-water addition to landscaping when designed with rainwater harvesting or stormwater management.
ON938	Laura Huenneke	this phrase is confusing - only 30.7 percent of eligible individuals DO or DO NOT participate????	"...only 30.7 percent of eligible individuals in the County do not received SNAP benefits."	5-15	They are eligible but do not participate in the program. This language was clarified.

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ON321	Michele James	Equity and access emphasis and data needed here. Needs to be addressed by municipal investment by the city in terms of support and land. Food co-ops should be supported by the City. Food Action Plan--in draft and released in April from Pinnacle Prevention. Add that collaboration and connection is need with that Plan. See https://www.azfsn.org/food-action-plan.html	"Accessing land on which to farm near and within Flagstaff is challenging, with the cost of land being the most significant barrier. Other barriers include extreme weather, variable growing conditions, and the cost of and access to water"	5-15	That level of detail is most appropriate in the CFSA.
ON521	Sara Sprague	& development	"Accessing land on which to farm near and within Flagstaff is challenging, with the cost of land being the most significant barrier."	5-15	This comment is unclear.
ON520	Sara Sprague	Need to be more explicit in how through these findings, opportunities to strengthen the local food system will occur.	"CFSA findings identify ongoing challenges in the Region’s food system in addition to opportunities to strengthen it"	5-15	The CFSA plan provides these details.
ON519	Sara Sprague	Food apartheid	"Communities living on Native American reservation land have very few stores to buy from and limited food options."	5-15	Disparities are discussed without using this term.
ON1070	Zenya Ledermann	agreed. High rates of food insecurity on the Navajo and Hopi Reservations are an example of this. This is also why we see high rates of food insecurity among Native Americans in Flagstaff	"Communities living on Native American reservation land have very few stores to buy from and limited food options." Reply to ON519	5-15	Disparities are discussed without using this term.

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ON513	Sara Sprague	Clarify that this is Coconino County.	"County residents participate in the Supplemental Nutrition Assistance Program (SNAP) at a higher rate than the Arizona state average"	5-15	No change.
ON524	Sara Sprague	Infrastructure & financial support for more industrial composting options and educational resources	"Food recovery programs exist, but their capacity should be increased to reduce food waste and food insecurity"	5-15	See the Ch. 11 action item on waste reduction. The specifics mentioned in this comment are outside the scope of the Regional Plan.
ON1107	Emily	On a national scale, food waste is 40%. Some of this is good intentions of consumers (i.e. I'm going to eat a salad but end up grabbing something quick and convenient.") but it's also grocery distribution. The psychology of a full produce/bakery aisle leads to stocking items they know they cannot sell. Partnership with groceries to donate their excess will help. Asking Family Food Center what the barriers are to this seems very important.	"Food recovery programs exist, but their capacity should be increased to reduce food waste and food insecurity."	5-15	FFFC was consulted and submitted comments on this chapter. The Regional Plan is focused on the land-use barriers, so the suggestion on partnering is outside of its scope.
ON1106	Emily	I don't think the barriers of cost of land, cost of soil amendments, cost of water, and scales of production limitations can make it significantly more affordable.	"However, community members have shared that they would buy more locally grown food if it was affordable."	5-15	This statement simply represents the results of a survey.

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ON518	Sara Sprague	Therefore there is a need for this growth....	"Local direct-to-consumer food sales in the Region grew by 60.8 percent between 2017-2022, strongly indicating a Regional demand for local foods. However, the small size of farms, lack of business development resources, and sales outlets makes it difficult for the agricultural economy in the Region to grow."	5-15	Yes.
ON1105	Emily	Our water rates are comparative expensive since a lot of our water is difficult and energy intensive to access.	"Other barriers include extreme weather, variable growing conditions, and the cost of and access to water."	5-15	Added language earlier in this section about the State, County, and City level of available water used for agriculture.
ON516	Sara Sprague	More definition for what this entails. From my understanding there is only one example of this and since then, any progress towards another opportunity has been challenging. How can this program be more accessible for people passionate about this work?	"The City also offers rebates, funding, and programs to support food systems projects."	5-15	Program offerings are described for information purposes only. See the City's website for more.
ON517	Sara Sprague	Urban agriculture needs to be a priority and have it's own blue bubble.	"The City and County participate in efforts to strengthen the Region's food system by encouraging local food production and decreasing food insecurity"	5-15	"Urban Agriculture" was added to the "Community Gardens" section.

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ON319	Michele James	There are growers who dispute this claim. Perhaps include the word "strive" as in "The City and County strive to strengthen and lessen barriers to..." This paragraph should state that urban farm are supported as well as the removal zoning barriers. Include a definition of Urban Farm along with Community Gardens as they different. Add food education. Prioritize in areas of food deserts. Also mention cultural traditions and building community resiliency. Municipal food production category needed. Define. Food is a public utility and city could produce food.	"The City and County participate in efforts to strengthen the Region's food system by encouraging local food production and decreasing food insecurity. Engaging with local food production provides numerous benefits to community health, the environment, and the economy."	5-15	Added "strive." "Urban Agriculture" was added to the "Community Gardens" section. The Ch.5 action item addresses the removal of zoning barriers. In the county, agriculture is a permitted use in all county zoning districts. DP.6 and HE.5 speak to supporting food production. "Traditional food practices" was added to DP.6. Food education is outside the scope of the Regional Plan. Food systems are mentioned in connection to resilience in multiple chapters in the plan (Ch.1, Ch.3, Ch.5 and Ch.8).
ON515	Sara Sprague	In which ways is the city doing so? When we think about the priority areas, there is not much emphasis on supporting these efforts towards encouraging local food production and the local food system, along with decreasing food insecurity. More is placed on housing development. Consider elevating this in the priority areas and changing zoning that supports a thriving agricultural landscape.	"The City and County participate in efforts to strengthen the Region's food system by encouraging local food production and decreasing food insecurity. Engaging with local food production provides numerous benefits to community health, the environment, and the economy."	5-15	The City has several programs and a CFSA that is described in the chapter. There are efforts to expand these programs including a dedicated position.

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L205	Equity Climate Advisory Group	How does the city and county collaborate to strengthen the local food system? I would argue that there are limited examples of this, and instead the priority areas suggest more support for urban sprawl than agricultural initiatives to thrive and succeed.	"The City and County participate in efforts to strengthen the Region's food system by encouraging local food production and decreasing food insecurity."	5-15	Yes. The examples are limited currently but could be expanded upon in the future. The City has only had a food systems program for a few years. Agriculture is a permitted use in all County zoning districts.
ON320	Michele James	What is the Flagstaff Urban Farm Initiative?? Is it the "incubator?" The city also needs to offer municipal investment.	"The City operates and is expanding the community gardens program and has developed the Flagstaff Urban Farm Initiative to establish new urban agriculture ventures on City-owned land."	5-15	Investment is outside of the scope of the Regional Plan. Yes, it is the incubator. More information on the Flagstaff Urban Farm Initiative is available on the City's website.
ON522	Sara Sprague	Include "infrastructure"	"There is a strong need to implement community food hubs to provide resources and communal spaces for producing, processing, cooking, and equitably distributing food throughout the Region"	5-15	Infrastructure is covered by "resources."
ON322	Michele James	Community food hubs are not mentioned in an action item! This needs to be added!	"There is a strong need to implement community food hubs to provide resources and communal spaces for producing, processing, cooking, and equitably distributing food throughout the Region."	5-15	This is covered by the Ch.5 action item on supporting local food production, manufacturing, storage, and distribution. The Community Food Action Plan mentioned on p. 5-17 is the appropriate document to address strategies based on the findings of the CFSA.

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ON1062	Zenya Ledermann	Which is a good reason why hunger relief and food security efforts should be a higher priority throughout the plan	Community Food Systems Assessment paragraph	5-15	It does not rise to that level based on public feedback and concerns about water availability as a natural resource. The priority "a healthy economy" covers hunger relief and food security.
ON1064	Zenya Ledermann	There should be mention of food deserts and food apartheids. Many northern Arizona communities are located within FARA Defined Food Deserts. However, realistically, many of them should be better defined as food apartheids because they are the result of inequitable development and access. These should be included when discussing transportation and access related to food	Community Food Systems Assessment paragraph	5-15	Disparities are discussed without using those terms.
ON1066	Zenya Ledermann	rezoning to promote urban farms rather than community gardens	Community Food Systems Assessment paragraph	5-15	Covered by policies DP.6 and HE.5 and the Ch.5 action item on supporting local food production. "Urban Agriculture" was added to the section on "Community Gardens."
ON1071	Zenya Ledermann	Include action items?	Community Food Systems Assessment paragraph	5-15	There is a Ch.5 action item on supporting local food production. Other action items are identified in the comprehensive Plan and the City's CFSA and forthcoming Community Food Action Plan.
L206	Equity Climate Advisory Group	There are barriers to entry for the community garden programs, such as the cost associated with them, transportation concerns, or resources for folks who are new to the scene, yet interested. Community gardens are great, yet how can the food system be more inclusive and equitable... such as implementing and funding school-gardens, food hubs, urban agriculture..	Community Gardens call out box	5-15	All of those fall within the policies in Chapter 3 (DP.6 and HE.5) but the programmatic side is outside the scope of the plan. "Urban Agriculture" was added to the section on "Community Gardens."

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L57	FCCC	Community gardens are important; however, they are not a fix-all solution. Other methods of food production and distribution, including urban agriculture, community farms, food forests, and edible landscapes, should be a focus and priority within the plan.	Community Gardens call out box	5-15	They are listed as an example of a small scale solution and not as an exclusive option. "Urban Agriculture" was added to this section. Other commenters requested a focus on community gardens.
ON1147	Sandra	Urban agriculture should be interwoven into the fabric of the urban environment. That means that as we densify, we also increase access to and number of urban gardens. The two goals are complementary, making for livelier, more vital neighborhoods.	Community gardens call out box	5-15	"Urban Agriculture" was added to the "Community Gardens" section.
ON169	Ira Allen	This is an excellent program and should be expanded--and internetworked with existing and new CSA programs--as extensively and quickly as possible. We are looking at significant breadbasket failures in the near future. The more diversified and resilient our local and semi-local (readily horse-traveable) food systems, the less those larger food system failures (and knock-on impacts through supply chains) will compound local liquidity crises driven by the high cost of housing.	Community Gardens call out box	5-15	No change suggested.
ON818	Emily	I would love some statistics on the success of our current community gardens. Is there a waitlist, are they filled quickly, how many people apply for the scholarship rate, how many repeat plots are leased (vs. people who try it for a year and not renew). This would really help to better understand where we currently are with community gardens and if we need more. The other sections have much more data to understand the necessity	Community gardens call out box	5-15	This is included in the Annual Food Systems Report on the City website.
ON819	Emily	Affordable housing on City-owned land is a greater need. Add some cisterns for rainwater collection and garden plots for the residents to also create more food resiliency. This is a much better use of City-owned land. This section has lovely intentions but it's really just going to further NIMBYism and make everyone feel okay about it because the City is adding a garden to City land (and nearby neighbors do not want to live near "poor people"). Please do not put this in the regional plan without more caveats or every Karen and Kyle is going to reference this section when fighting more affordable housing in their neighborhood.	Community gardens call out box	5-15	There is room for many uses and community gardens can be a temporary use on a parcel designated for future affordable housing such as the one at O'Leary and Lone Tree.
ON1060	Zenya Ledermann	Data regarding community gardens is included in the Community Food Systems Assessment. They are heavily utilized, although maybe not only for food production, but also for community building and gathering areas, green spaces, pollinator habitats, and food/outdoor education	Community gardens call out box, reply to ON818	5-15	No change suggested.

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ON1069	Zenya Ledermann	I agree with your concern and think this section could be rephrased to not allow for NIMBY types of responses. However, I think the current section is necessary	Community gardens call out box, reply to ON819	5-15	There is room for many uses and community gardens can be a temporary use on a parcel designated for future affordable housing such as the one at O'Leary and Lone Tree.
ON523	Sara Sprague	How can farmers be subsided more equitably?	Food System and Food Security	5-15	This is outside the scope of the Regional Plan.
ON570	Ben Ruddell	If an urban farm can solve the economics of growing in Flagstaff, we shouldn't make zoning a problem for them. In particular, indoor vertical farming is an up and coming approach to high value agriculture and we should be encouraging it in our planning. It's light industrial zoning, and it doesn't need rail access.	Food System and Food Security	5-15	Yes, the Ch.5 action item focuses on updating Zoning and other codes as this is within the scope of the Regional Plan.
L204	Equity Climate Advisory Group	The mention of "foodscaping" seems a bit odd, especially in realms of equity, as this is mentioned as a "low barrier to entry," yet requires possible transportation to get to the place, education on what it is, the time to forage, the tools to cook, etc. How is this addressing food insecurity and people who are hungry now? Why is the burden being placed on the individual when there is a system at play? What is included if they are not native plants?	Foodscaping call out box	5-15	The purpose of this section is to simply describe that we have landscaping requirements in the zoning code that create regulatory barriers to growing food in next to your restaurant, for example.
ON514	Sara Sprague	Does not seem like a "low barrier to entry" as the nexus of equity in terms of transportation, time, tools, knowledge, language differences, etc., does not seem to be considered here. How is this getting to the root cause of food insecurity?	Foodscaping call out box	5-15	It is focused on allow food generating businesses to be established. Communities that have removed barriers to agriculture may see an increase in access to fresh food that is more carbon neutral due to lower transportation costs.
ON569	Ben Ruddell	Foodscaping hasn't been successfully implemented at scale in any city I know of. It's an attractive concept, but is it practical? Let's not commit public resources in this direction without a better plan.	Foodscaping call out box	5-15	It is not a concept of scale but it is a concept that is not currently permissible that could be permitted. It could benefit some businesses.

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ON571	Ben Ruddell	It's important to understand that commercially growing or processing more food in Flagstaff will NOT help food affordability here (not much). That local food gets sold at market prices, just like the food that comes from Illinois or Brazil- and is often more expensive, not less.	Foodscaping call out box	5-15	The strategy on food insecurity is to provide a greater variety of options and not a single program or platform. The section also discusses organizations that provide hunger relief, lack of grocery stores, and food recovery programs.
ON572	Ben Ruddell	If the city exempts greenhouses from HOA and other restrictions it could possibly encourage more residential agriculture- a helpful type of foodscape.	Foodscaping call out box	5-15	The Regional Plan does not have authority over HOAs, but can address City/County codes. See Ch.5 action item.
ON773	Emily	Current landscaping regulations and plant lists include plants that are low-water/drought tolerant, because we live in an arid environment. We are not as a society used to eating drought-tolerant edible food.	Foodscaping call out box	5-15	There are other regulations that prevent using irrigation on commercial properties but some of these regulations get translated into CC&Rs and then limit front yard gardening for families and households
ON1057	Zenya Ledermann	I would argue to use the term "hunger relief" rather than "food insecurity." Foodscaping is not something big enough to make an impact on food insecurity, which is a deep rooted issue	Foodscaping call out box (but placed on Map 3-7 on 3-15)	5-15	The strategy on food insecurity is to provide a greater variety of options and not really on a single program or platform.
ON772	Emily	I'm confused by the phrase low barrier to entry as well. It takes a lot of effort to grow edible food. Our water is also expensive and tiered for consumption.	Foodscaping call out box, reply to ON514	5-15	It is lower than having to buy separate land for agricultural purposes
ON769	Emily	Where would this public edible landscape exist? How would it be maintained and by who? Just a few paragraphs ago, this listed how difficult growing food is here for a variety of reasons. For people who are food insecure, I would think if provided the option of living in affordable housing, or to have access to a community garden plot where they can work really hard to reduce their food bill, most people are going to choose affordable housing (which will increase their food security via more money for food). And of course, both can be done together. I just don't want another valuable plot of City land for strictly a community garden when housing insecurity is so much more pressing for more people. Do we think that people who work multiple jobs to pay for housing want to garden after a long day?	Foodscaping call out box, reply to ON569	5-15	It already exists. There are people who urban forage or create collective opportunities for apple picking throughout the community. This is not about City land but allowing things that are currently restricted on private land.

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ON1091	Nick Zachary	In other parts of AZ, SNAP users can get $2 for every $1 when they spend their funds on local produce. Michigan has created a very successful Hoophouses for Health Program in which local growers receive "loans" to install hoophouses (extending their growing season and increasing yields). Their "loans" are "repaid" by accepting food assistance credits as payment for produce. This is a win-win for growers to get over the hump of infrastructure costs and for the food insecure to have affordable access to healthy, low emission foods.	Foodscaping call out box, reply to ON571	5-15	No change suggested.
ON1089	Nick Zachary	And know that there are many types of season extension structures out there that can help folks grow in their back yard. These don't have to be large, elaborate eye sores. There are low-impact, removable, durable options that can achieve the same end.	Foodscaping call out box, reply to ON572	5-15	No change suggested.
ON1090	Nick Zachary	You're correct that community gardens are not an appealing opportunity for the unhoused and food insecure. Community garden plots bear no responsibility for a lack of yield, and the spoils are enjoyed by the few who volunteer. However, there is value in city-managed agriculture on specific plots of land. The same volunteers would be managed by a capable farm manager selected by the City, and the same land and volunteers could actually produce a noticeable amount of healthy food for those in need. Some produce could even be sold at markets to offset operational costs. See Colton Gardens and Townsite Urban Farm's management styles for stories of successful volunteership and yields	Foodscaping call out box, reply to ON769 and ON569	5-15	No change suggested.
ON634	Marilyn	Yes!	"Acquire new properties and rehabilitate existing properties for affordable housing projects, when financially feasible (City only)"	5-16	This guideline was removed as it was covered by a similar Ch.5 action item.
ON1152	Sandra	City-owned property development is the only way (under current state restrictions) to really make a dent in the need for affordable housing. I would like to see this implementation strategy become central to the city's effort to address affordability. Please consider making this a Regional Plan GOAL.	"Acquire new properties and rehabilitate existing properties for affordable housing projects, when financially feasible (City only)"	5-16	This guideline was removed as it was covered by a similar Ch.5 action item.
CM83	Commission on Inclusion & Adaptive Living	“Implementing staff should….affordable and accessible…”	"Encourage dispersal of affordable housing units ….	5-16	This guideline became Policy NE.2 and was revised. Accessibility is addressed in Goal NE.

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ON1161	Sandra	This strikes me as a goal to achieve in all urban and suburban building blocks. Why not state it in those descriptions as well?	"Establish resilient neighborhood networks ...	5-16	This guideline became a Ch.5 action item. It is not limited by the description and can apply to all neighborhoods.
ON1154	Sandra	I do not think a subsidy program is a wise strategy since it only encourages private developers and landlords to increase rent on their properties, knowing that the city will provide assistance to lessen the rent burden on individuals. City money then goes right into the hands of landlords and developers when it should be going to the development of city-owned property that is affordable in perpetuity.	"Expand housing subsidy options that are available to low-to-moderate-income households"	5-16	This guideline became a Ch.5 action item. Refer to the 10-Year Housing Plan for further discussion of the need for subsidies.
ON631	Marilyn	This seems overly broad to me. What about health and safety codes? Does this mean we should allow developers to build as cheaply as possible with no requirements as the city currently has for things such as landscaping, tree protection, aesthetic considerations, building heights etc.? We need to be thoughtful and careful about what we change in our code. We shouldn't encourage a wholesale elimination of our rules. I understand the intent but this needs to be worded better.	"Identify, evaluate, and remove from the City and County codes barriers and restrictions to creating missing middle and multifamily housing."	5-16	This guideline was removed as it is covered by a Ch.5 action item. Health and safety codes won't be sacrificed for cost but there are many Flagstaff-specific restrictions highlighted in the LASS CAP that need to be reevaluated.
ON632	Marilyn	If we eliminate the barriers to density and the parking requirements where will these incentives come from? This is currently the major way we get affordable housing in development projects.	"Incentivize the creation of affordable units in new development projects and neighborhood infill throughout the Region"	5-16	This guideline was removed.
ON1159	Sandra	What does "incentivize" mean here? Who is being incentivized? The importance of attaining and developing city-owned housing is essential to addressing the housing crisis. I would like to see this point about "incentivizing" expanded. Why not state that we should bond for funding to develop municipal housing options? Why not bond for the purchase of State Lands that could then be developed by the City for the City's affordable housing needs?	"Incentivize the development of ownership and rental units that are priced below market rate and provide for long-term affordability using permanently affordable housing models and public/private partnerships"	5-16	This guideline became Policy HA.5. It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. The 10-Year Housing Plan did not include acquisition for this reason. The policies as written could support acquisition if that changes in the future.

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ON1155	Sandra	Yes! Also consider developing those properties as land trust units (allowing people to establish some home equity), in addition to rental units.	"Preserve or repurpose existing and available buildings and spaces as rental opportunities for residents (City only)"	5-16	This guideline was removed, as it is covered by new Policy HA.4.
ON633	Marilyn	I did not see this discussed above. What are those barriers and what structures is this implying need to be adapted for housing?	"Remove from codes and plans barriers to adaptive reuse of buildings for housing."	5-16	This guideline was removed. Adaptive reuse is discussed in PROS.3 in Ch.3, the Urban Center and Neighborhood guidelines in Ch.4, and a Ch.5 action item.
CM82	Commission on Inclusion & Adaptive Living	“Implementing staff should...ADD:>>Encourage and enable the development of accessible housing units...”	Goal HA - Implementation Guideline	5-16	The implementation guideline category was deleted. "Accessible was added to Goal HA.
ON170	Ira Allen	As long as you refuse to get real about finding ways around the legislature's pre-emption of home rule on housing, we'll have thousands of million-dollar homes sitting empty while actual residents decide between rent and medicine for their kids. No two ways about it.	Goal HA Implementation Guidelines	5-16	Policy DP.3 was added on keeping plans up to date on legislative changes such as inclusive housing and short-term rentals and there is a Ch.5 action item on lobbying for this change.
ON573	Ben Ruddell	I don’t agree with the term “should”. These are “could” items. Be much more careful with “should”, which implies policy. Most of these items are nice to have, but are dubious or controversial priorities for scarce public resources and staff and arguably do not belong in a regional plan at all. Overstatements will undercut a plan’s credibility and support. Also, where’s the list of “shouldn’t-s”?	Goal HA Implementation Guidelines	5-16	The implementation guideline category was deleted.
ON574	Ben Ruddell	Many of these items are impractical for a poorly funded small city’s government to achieve- indeed for anyone in government to achieve- and should not be prioritized or planned on. Where is the limit to the scope of this implementation, or does this plan aspire to solve all problems for all people? How can we achieve anything without focus? Cut it way back.	Goal HA Implementation Guidelines	5-16	The implementation guideline category was deleted.
ON702	Kim	City should engage in a voluntary buy-out program. Buy housing on the market, paid off in 30 years, run the program at 0 profit; keep that housing off the speculative market. There are models for this!	Goal HA Implementation guidelines	5-16	The implementation guideline category was deleted. There is an action item about acquiring property for affordable housing projects.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1166	Sandra	Unless such partnerships ensure that the needs of the city are addressed in perpetuity, I believe that our public monies should go toward municipally-owned projects.	"Consider public/private partnerships as a means of sharing costs and supporting affordable and attainable housing construction."	5-17	This guideline was removed as it is covered by Policy CD.1.
ON525	Sara Sprague	Subsides for healthy, locally produced foods	"Coordinate incentives and benefit programs to address cost of living (housing and transportation) and labor retention challenges to support business attraction, retention, and expansion"	5-17	This guideline was removed. Subsidy provision for food is outside of the scope of the Regional Plan.
ON325	Michele James	Emphasize disenfranchised communities including seniors and Native Americans.	"Develop and support policies, systems, and environmental changes that increase access to affordable, healthy foods for the most at-risk populations in the City and County, with an emphasis on school-age children."	5-17	This guideline was removed as it is covered by DP.6.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1076	Zenya Ledermann	agreed!	"Develop and support policies, systems, and environmental changes that increase access to affordable, healthy foods for the most at-risk populations in the City and County, with an emphasis on school-age children." Reply to ON325	5-17	Note that this guideline was removed as it is covered by DP.6.
ON1108	Emily	Community gardens should be in tandem with affordable housing and robust rainwater collection. Empty city lots should not be strictly for community gardens that can only rely on municipal water supply. This section will be pointed out by NIMBY advocates trying to defeat affordable housing in their neighborhood.	"Establish community gardens and urban farms in neighborhood throughout the Region, particularly where food insecurity is prevalent."	5-17	This guideline was removed. It is covered by DP.6, HE.5, and the Ch.5 action item on food production.
L208	Equity Climate Advisory Group	Bullet-point seven should include language about funding to support expansion of community gardens and urban agriculture, along with rezoning to support this.	"Establish community gardens and urban farms in neighborhoods throughout the Region, particularly where food insecurity is present."	5-17	This guideline was removed. It is covered by DP.6, HE.5, and the Ch.5 action item on food production.
ON324	Michele James	Explore funding opportunities to expand infrastructure for agricultural enterprises including municipal greenhouses and cooperatives as well.	"Establish community gardens and urban farms in neighborhoods throughout the Region, particularly where food insecurity is prevalent"	5-17	This guideline was removed. It is covered by DP.6, HE.5, and the Ch.5 action item on food production.

Comment ID	User name	Comment	Comment Location	Page	Response
ON527	Sara Sprague	Include funding for urban agriculture development towards high-tunnels, food hubs, workforce development...	"Establish community gardens and urban farms in neighborhoods throughout the Region, particularly where food insecurity is prevalent"	5-17	This guideline was removed. It is covered by DP.6, HE.5, and the Ch.5 action item on food production.
ON327	Michele James	Define "agricultural tourism."	"Explore opportunities to expand agricultural tourism....	5-17	This guideline was removed. It is covered by DP.6, HE.5, and the Ch.5 action item on food production.
L209	Equity Climate Advisory Group	What does “agricultural tourism” mean in bullet-point ten and how can it be utilized to uplift farmers. Suggest more implementation of supporting local growers?	"Explore opportunities to expand agricultural tourism..."	5-17	This guideline was removed. It is covered by DP.6, HE.5, and the Ch.5 action item on food production.
ON636	Marilyn	What does this mean? Who is sharing in these costs?	"Implement methods for cost recovery and cost sharing across all infrastructure systems to ensure an equitable distribution of costs and benefits across housing developments."	5-17	This guideline was removed as it is covered by a Ch.11 action item.
ON1163	Sandra	This is pure nonsense. We do not need housing stock "at all levels" and should not be incentivizing luxury housing, gated community housing projects, golf-course developments, etc.	"Make incentives available to support the creation of housing at a variety of income levels, resulting in both rental and ownership opportunities."	5-17	This guideline was removed as it is covered by HA.5.

Comment ID	User name	Comment	Comment Location	Page	Response
ON703	Kim	The plan's consistent effort to be inclusive: "housing attainability for all" is not facing the reality of the real equity issues it identifies. We do not need to incentivize housing development for the wealthy!	"Make incentives available to support the creation of housing at a variety of income levels, resulting in both rental and ownership opportunities."	5-17	This guideline was removed as it is covered by HA.5.
ON635	Marilyn	Why should we support incentives for housing for the wealthy? This makes no sense to me and just takes money away from where it is needed. If anything we should have an implementation strategy that discourages gated communities, large lot sizes, second homes, vacation rentals and subdivisions of single family homes only. If we don't do this all of this proposed density will still be unattainable for most of us.	"Make incentives available to support the creation of housing at a variety of income levels, resulting in both rental and ownership opportunities"	5-17	This guideline was removed as it is covered by HA.5.
ON326	Michele James	Add to beginning of this sentence "Work with communities to preserve and sustain diverse traditional food cultures..."	"Preserve and sustain diverse traditional food cultures in food programs and initiatives"	5-17	This guideline was removed. DP.6 was revised to include "traditional food practices."
ON328	Michele James	Remove "without impacting housing goals."	"Reduce barriers in City Code to creating home-based business and expanding entrepreneurship without impacting housing goals."	5-17	This guideline became policy HE.6.
ON526	Sara Sprague	Reduce barriers to entry or urban agriculture	"Reduce barriers in City Code to creating home-based business and expanding entrepreneurship without impacting housing goals."	5-17	This guideline became policy HE.6.

Comment ID	User name	Comment	Comment Location	Page	Response
ON323	Michele James	Include researching finance options and support for purchasing agricultural lands for new farmers.	"Research methods of leveraging economic development and financial tools to prevent displacement and build greater parity in economic benefits within the Region."	5-17	This guideline was removed. This suggestion is outside of the scope of the Regional Plan.
ON1174	Sandra	The concern with "displacement" ought to be expanded here. Gentrification is a looming issue in neighborhoods that are targeted for densification. What are the strategies that could be in place BEFORE gentrification gets underway?	"Research methods of leveraging economic development and financial tools to prevent displacement and build greater parity in economic benefits within the Region."	5-17	This guideline was removed. The NE and HE goals and policies address gentrification and Ch.5 action items list strategies for to prevent displacement.
ON1075	Zenya Ledermann	or subsidize	"Support the development of food hubs and food resources—such as communal commercial kitchens, food processing facilities, greenhouses, and growing spaces dedicated to producing food"	5-17	This guideline was removed because it was covered by policies DP.6 and HE.5.

Comment ID	User name	Comment	Comment Location	Page	Response
ON528	Sara Sprague	Stronger language, such as implement, or fund.	"Support the development of food hubs and food resources—such as communal commercial kitchens, food processing facilities, greenhouses, and growing spaces dedicated to producing food"	5-17	This guideline was removed because it was covered by policies DP.6 and HE.5.
ON1109	Emily	Does this include "meat processing" facilities? Ranching is a big component of agriculture in the region and a need, but I don't know a lot of citizens who want it near their home. People complain about the smell of Purina as it is.	"Support the development of food hubs and food resources--such as communal commercial kitchens, food processing facilities, greenhouses, and growing spaces dedicated to producing food."	5-17	This guideline was removed because it was covered by Policy DP.6 and HE.5, which does cover meat processing.
L69	Scott Roberts	One of the most significant challenges facing large-scale housing developments in the City of Flagstaff is the cost of off-site infrastructure improvements. Upsizing roads, water lines, and sewer lines to accommodate growth may, in some instances, actually inhibit growth because the cost is so high that projects become financially untenable. The City needs to explore infrastructure financing strategies (public/private partnerships, bonds, Community Facilities Districts, etc.) that alleviate the financial impact on private development. While we, like most other developers, are always willing to mitigate our impact with respect to traffic, water, and sewer, the cost of larger-scale infrastructure projects like the expansion of the Woody Mountain Road bridge over I-40 cannot be shouldered solely by private parties.	Goal CD Implementation Guidelines	5-17	The implementation guideline category was deleted. The CD policies were revised. See also the revised I goal and policies. Ch.5 and Ch.11 action items include some strategies to implement these goals.

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ON637	Marilyn	and encourage existing neighborhoods with proposed greater density to form associations.	"Complete neighborhood plans for Pine-Knoll Brannen and Sunnyside"	5-18	This action item was revised to include the JWP area. See updated section in Ch.5 on neighborhood plans.
ON1180	Sandra	Why not make bonding for monies to enable the purchase and development of city-owned property an action item?	"Create ongoing funding sources for affordable housing and associate services in the Region."	5-18	It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. The 10-Year Housing Plan did not include acquisition for this reason. The policies as written could support acquisition if that changes in the future. Note that this action item was combined with another high priority action item.
CM84	Commission on Inclusion & Adaptive Living	“Fund…for affordable and accessible housing…”	"Create ongoing funding sources for affordable housing and associated services in the Region."	5-18	Accessibility in housing was covered by revisions to the NE goal and policies. Note that this action item was combined with another high priority action item.
ON1241	Erica Rackley	If the City prioritizes reducing the risk of demolition of existing housing units and retaining existing units, how will neighborhoods reach the target densities listed previously? It seems that keeping existing homes and reaching these high density goals are in conflict, no?	"Explore alternative processes and guidelines for the redevelopment of historic and affordable housing to reduce the risk of demolition and allow for increased retention of existing units."	5-18	There are many ways that a home may be made available for more housing. It can be creating more units within an existing building or acquiring a property that is not habitable or a vacant parcel. It can also include strategies that make it easier for people to add units on property that they are occupying and continue to occupy after new units are created.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1187	Sandra	Please explain what a "Revitalization District" is.	"Explore other funding mechanisms for affordable housing developments, such as a Revitalization District and a dedicated sales tax."	5-18	This action item was revised and includes a different set of funding mechanisms.
ON1176	Sandra	?? what does this mean and why is it needed?	"Explore the feasibility of a joint City/County housing program to coordinate studies and staffing."	5-18	Collaboration is needed because the County does not have a housing program. Note that this action item was combined with another action item.
ON1186	Sandra	More importantly, ensure that densification goes hand-in-hand with the kind of planning that increases community vitality such as access to spaces that are well-designed and encourage social gathering, access to green space and urban trails, preservation of historical buildings, etc. I think the fear behind the term "affordable housing" has to do with project that have been poorly designed, shoddy, and simply ugly. It is imperative that we link densification & affordability with vitality and beautification.	"Make the economic and opportunity costs of not providing housing more widely known to support the inclusion of affordable housing in neighborhoods that have demonstrated opposition to it."	5-18	Added Best Practices for Creating a Sense of Place to Chapter 3.
ON1239	Erica Rackley	add "to" (barriers to the creation)	"Revise the City of Flagstaff Zoning, Building, Fire, and Engineering codes to reduce barriers the creation of housing and development that supports the Carbon Neutrality Plan and reduced wildfire risk."	5-18	Edit made.

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ON1183	Sandra	...and ensure that the guidelines for ensuring community character and quality of development are not sacrificed in the process.	"Update the City's affordable housing incentive policy to implement the goals and policies of the Regional Plan..."	5-18	The 10-Year Housing Plan states, "During the update of the Flagstaff Regional Plan, revise the Community Character chapter for goals and policies to include cost-saving methods that reduce the conflict between affordable housing, historic preservation, and urban design. " Adding the suggested language would create a conflict counter to the Council direction related to this action item.
ON529	Sara Sprague	This should be mentioned first	"Update Zoning and other City codes to better support the local production, manufacturing, storage, and distribution of food on public and private land including the protection of agriculturally viable land and the implementation of future urban agriculture production sites"	5-18	This item was not prioritized by the Regional Plan Committee.

Comment ID	User name	Comment	Comment Location	Page	Response
L124	Friends of Flagstaff's Future	Make the City Acquisition of Property for Development a Priority: Because our ability to control private development is limited, it's unlikely that increasing the quantity of housing in and of itself will increase housing availability or affordability. Moreover, there is little in this plan to prevent much of the new development from being investor owned, second homes, and vacation rental properties. The most important complementary strategy available is the City's acquisition of property for municipal housing and open space. We urge you to make this a priority in the plan. Our recommendations: Purchase state land Section 20 so that the city can create a mix of affordable and attainable housing along with commercial, employment and open space uses. Make the securing of funding for property acquisition (of state lands and other appropriate properties on the market) a priority action item.	SES Action Items	5-18	It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. He 10-Year Housing Plan did not include acquisition for this reason. The policies as written could support acquisition if that changes in the future.
ON713	Jon K	Land acquisition and development should be listed as a high-priority action item. There needs to be a greater availability of land specifically designated for business development. Why should this be prioritized? Consider the Sunnyside neighborhood as a case study. Due to the lack of planning and dedicated business spaces, manufacturing businesses, auto repair shops, paint shops, and carpentry workshops have been concentrated in one of the highest-density residential neighborhoods in Flagstaff. Many of these businesses release toxins and chemicals into the air, directly impacting the health and well-being of the families who live there. Creating spaces for growth is not only critical for business development, wage growth, and overall city expansion, but also for the health and safety of lower-income residents in areas like Sunnyside. Would Flagstaff allow an upholstery shop or similar industrial business to operate in neighborhoods such as North Hospital, Country Club, University Heights, or Cheshire? The answer is clearly no. Yet in Sunnyside, these businesses continue to operate, releasing pollutants into the air of one of the city's most economically disadvantaged communities. Affordable land for business development needs to be created immediately, and it must be treated as the highest priority. This is not just an economic issue—it's a public health issue that disproportionately affects lower-income residents.	SES Action Items	5-18	It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. He 10 year housing plan did not include acquisition for this reason. The policies as written could support acquisition if that changes in the future.

Comment ID	User name	Comment	Comment Location	Page	Response
ON160	Zak	This travel also has a cost on the city in repair costs to the road, patrols by police, and air pollution.	"...housing price increases--coupled with factors such as the cost of greater travel distance two and from work and shopping, increasing transportation costs, short-term rentals, and second home ownership--affect housing prices in these areas and them less affordable."	5-2	Yes. Ch. 6 discusses reducing vehicle miles traveled for these reasons.
ON158	Ira Allen	Or: totaling about HALF the unmet housing need. I understand it's unpopular to acknowledge with some well-heeled stakeholders, but you're burying the lede rather badly in this section.	"As of 2024, there were about 4,007 second homes and 628 short-term rentals (excluding owner-occupied rentals) within the City, totaling about 14 percent of City housing units."	5-2	The point of this section is that the City and County lack authority over these factors. A sentence was added to emphasize this.
ON159	Zak	Non-resident units should be taxed at a higher rate than residential units, or this rate increased to help the city offset these externalities for residents.	"As of 2024, there were about 4,007 second homes and 628 short-term rentals (excluding owner-occupied rentals) within the City, totaling about 14 percent of City housing units."	5-2	This is outside the scope of the Regional Plan.
ON1102	david r	Funny, I did a quick search on Airbnb at the beginning of December for the four days during the first week of December and there were over 1,200 available.	"As of 2024, there were about 4,007 second homes and 628 short-term rentals (excluding owner-occupied rentals)"	5-2	The other 500 are likely the owner-occupied rentals, which we can filter out using Air DNA data.

Comment ID	User name	Comment	Comment Location	Page	Response
ON628	Marilyn	This political reality speaks to the need for the city and the county to acquire land to create affordable/attainable housing. Why not have that as a goal?	"Because neither the City nor County can require developers to create affordable units, both jurisdictions use voluntary incentives to encourage affordable units in new developments"	5-2	It is a higher priority for the City to develop the many parcels we have already acquired for affordable housing that are not yet developed. He 10-Year Housing Plan did not include acquisition for this reason. The policies as written could support acquisition if that changes in the future. The County does not have a housing program but updates to the County Comprehensive Plan include goals and policies aimed at producing a housing needs assessment and strategies to address the need.
ON161	Dana	The residents should not have to bear the increased demand caused by NAU	"Over the past two decades, NAU enrollment increased faster than its on-campus housing capacity and the university stopped providing family housing, creating a larger demand for off-campus student housing options."	5-2	This is outside the scope of the Regional Plan. This section was revised to add more information about NAU enrollment projections.
ON162	Aaron	This comment and concern are likely to change in the coming decade-plus. Nationwide higher education is forecasting a significant enrollment decline. I would urge the city planners to re-evaluate this statement and where it effectively leads/drives elements in the 2045 plan. https://www.brookings.edu/articles/are-colleges-really-facing-an-enrollment-cliff/	"Over the past two decades, NAU enrollment increased faster than its on-campus housing capacity and the university stopped providing family housing, creating a larger demand for off-campus student housing options."	5-2	This section was revised with input from NAU to state that the enrollment factor is subject to change and there have been increases in on-campus housing capacity.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1233	Erica Rackley	"stopped providing family housing" I don't know exactly what the plan authors mean by this statement, but consider fact checking. I personally know of one family (one parent was a NAU grad student) who rented a university apartment last year.	"Over the past two decades, NAU enrollment increased faster than its on-campus housing capacity and the university stopped providing family housing, creating a larger demand for off-campus student housing options."	5-2	This was edited to say limited. There used to be a larger area with family housing in the 1990s.
ON561	Ben Ruddell	It looks like these three categories of uses create a similar impact to the ~8000-new-unit 2031 goal. Eliminating these uses would therefore achieve the 2031 goal without building more housing. Food for thought.	"The City's supply of housing has also been affected by (1) an increase in second homes, (2) the conversion of long-term housing to short-term rentals, and (3) the increase in the NAU student population."	5-2	If the City had the authority to better regulate STRs, then that would allow us to meet our housing goals faster but that will be up to the State legislature.
ON562	Ben Ruddell	If we're going to tax and disincent short term uses of housing (soak tourists and wealthy part timers), it won't help affordability much unless that revenue is put into the pockets of the full term residents. Why not write a check to every full time resident for an equal share of that revenue? Direct action, fairly administered.	"These three factors heighten the competition for limited housing options"	5-2	This is outside the scope of the Regional Plan.
ON563	Ben Ruddell	NAU has access to cheap capital, state and federal funding, a long-term planning horizon, and its own land, right in the middle of the walkable city where the infrastructure already is. NAU could add tens of thousands of units if it was serious about densely using its property. A more direct partnership with NAU on housing development could make a disproportionately large and affordable impact on housing in Flagstaff. Subsidized NAU employee housing would solve affordability for what- roughly 10,000 residents- opening thousands of units for other full time residents, while also moving thousands of cars off the roads every rush hour. ASU is building market housing in Tempe... why not NAU in Flagstaff?	"While the communities of Bellemont, Kachina Village, and Mountainaire have been considered more affordable areas to live ….	5-2	Partnerships with NAU are discussed in the High Occupancy Housing Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON930	Laura Huenneke	insert "make"	"While the communities of Bellemont, Kachina Village... affect housing prices in these areas and them less affordable"	5-2	Edit made.
ON701	Kim	Given this political reality (thank you for putting it up front here) the city should explore other options such as developing a voluntary buy-out program: buy housing on the market, pay the mortgage off in 30 years, and run the program at 0 profit. We have to have better options and there are models. How about the goal of exploring non market models for affordable housing?	Inclusionary Zoning call out box	5-2	A program like this is outside the scope of the Regional Plan. There is a Ch.5 action item on acquiring property for affordable housing.
ON973	David	This map is difficult to interpret. I am color blind, but I think it would be difficult for even a normally sighted person to interpret.	Map 5-1	5-3	This map was separated into two maps for better readability.
IP153	NULL	Greater density in Bellemont is still car + highway dependent because everyone in Bellemont still drives into downtown. 66 by Thompson is non-stop both ways going in + out of town. There's also an apartment complex going in west of Thompson with no commercial. These people also have to drive to get to any services	Map 5-1 Building Density Map	5-3	Mountain Line bus service is being extended to the area west of Thompson due to the new tax that was passed. Bellemont is a further distance and is served by a vanpool option that Mountain Line makes available.
ON164	Zak	Areas like Bellemont need transit options or traffic will simply continue to intensify in numbers and safety issues. Already it is treacherous to cross 66 at Thompson as a pedestrian, or cyclist. Turning left there is also impossible at certain times of day. Traffic calming should be considered as these types of drivers convert from 'regional' to 'city settings.	"New development has occurred most extensively in .... and in County areas, especially Bellemont."	5-4	This would be up to Mountain Line and the County to fund. New policy TR.2 and a Ch. 6 high priority action item discuss transit in the County.
ON974	David	The plan should address the full range of housing options: camping, RV parks, mobile home parks, manufactured home developments , in addition to the housing types already mentioned in this plan.	"Resolving the undersupply of housing will require the development of new housing units in all neighborhoods and across the Region."	5-4	The MH zone was added to Urban Neighborhood in the Table of Zoning Compatibility (p. 4-13). Camping and RVs are not considered housing and are covered in other ways.

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ON264	Crystal	I agree with Dana. As a Sunnyside homeowner, there are certainly homes which are unsafe to live in and either need to be renovated or even condemned. Flagstaff is too soft.	"There are no areas of the City that meet the definitions of “slum and blight,” which the ASR 9-461.05 states should be examined in the General Plan for cities." Reply to ON163	5-4	Having a single home that is in a bad condition is called a dilapidated home. Slum and blight are definitions for large areas containing many dilapidated buildings.
ON163	Dana	Your lack of code enforcement will contribute	"There are no areas of the City that meet the definitions of 'slum and blight,'..."	5-4	Code enforcement is outside the scope of the plan.
ON564	Ben Ruddell	Whelp, there’s your problem. The rest of the causes of the affordability problem are negligible compared with this, and this needs to be a bigger focus in the regional plan. Prices tripled and incomes are flat. This means economic development with much higher paying jobs- like technology- must be part of the solution, or Flagstaff will eventually have no workforce housing (Sedona is already there). But that also sadly means displacement of more existing lower income residents. Are we going to be Scottsdale or Sedona? (we should pick Scottsdale) Fortunately, there are things we could do in this plan to attract more tech industry and jobs. But where is this key solution emphasized in the plan?	Map 5-2 Percentage Change in Median Income Between ACS 5-Year Estimates 2010-2014 and 2018-2022	5-5	There is a Ch.5 action item on this. Economic development is discussed later in the chapter.
ON166	Zak	This should be a consideration as summers get hotter for longer. Many units don't include AC (mine doesn't) and landlords therefore put the burden of purchasing interior units of tenants.	"For example, they may relocate... which may expose them to health and safety risks, such as vermin, mold, water leaks, and inadequate heating or cooling systems."	5-6	Air conditioning is discussed further on p. 10-2.

Comment ID	User name	Comment	Comment Location	Page	Response
ON749	Emily	Better insulation and sustainable design features would accomplish the same goal without the increased ghg emissions of air conditioning. For new construction, this should be a code priority. For existing stock, I'm not sure the city could create a code that requires air conditioning for residences already in place.	"For example, they may relocate... which may expose them to health and safety risks, such as vermin, mold, water leaks, and inadequate heating or cooling systems." Reply to ON166	5-6	Weatherization and building energy efficiency are discussed in Ch.10. Ch.10 action items support building efficiency, and it is also covered by revised Policy CA.2.
ON1235	Erica Rackley	Thank you for including these statistics and bringing up these equity issues.	Housing Insecurity and Displacement	5-6	No change suggested.
ON165	Ira Allen	We cannot coherently plan around "housing insecurity" without accounting for the ever-growing ranks of permanent forest dwellers: some by choice, but many not. I've seen ~2500 floated a few times at present. With the heating and drying of our forests, and unavoidable increased immigration, that's multiple megafires waiting to happen. Housing insecurity is a matter of basic safety for all of us--it's time to take it much, much more seriously.	Housing Insecurity and Displacement	5-6	Agreed. That is why housing attainability was made a core priority. However, the surrounding forest lands fall within federal jurisdiction and not within the scope of the plan.
ON1236	Erica Rackley	Excellent to hear this. Thank you.	"The City supports the provision of fair housing for all residents, under the federal Fair Housing Act, and is committed to advancing solutions based in racial equity."	5-7	No change suggested.
ON864	Val	safe and resilient homes (add) that comply with the climate action plans.	"Support efforts for safe, efficient, and resilient homes."	5-8	No change as this is a list of programs and states current conditions, not desired outcomes.
ON503	Sara Sprague	Why are these two placed together? Should be separated	"Agriculture/Mining" (Employment by Sector)	5-9	This organization is based on how NAIC codes are nested at the federal level.
ON502	Sara Sprague	What about social services?	"Other Services" (Employment by Sector)	5-9	This organization is based on how NAIC codes are nested at the federal level.

Comment ID	User name	Comment	Comment Location	Page	Response
ON936	Laura Huenneke	What is the difference between numbers in normal font and those in italics? Should be a key to this in the table title/caption.	Table 5-2	5-9	Edit made - just a format error.
ON751	Emily	The Census Bureau creates these categories. The data was grabbed from the ACS.	Table 5-2, reply to ON317	5-9	Yes, this is how the data appears in the ACS. This organization is based on how NAIC codes are nested at the federal level.
ON750	Emily	ACS stands for American Community Survey. This is the National Census Bureau who creates these categories and provides these statistics. Some of the other groupings below are questionable, but it's a federal service to regions throughout the country.	Table 5-2, reply to ON503	5-9	Yes, this is how the data appears in the ACS. This organization is based on how NAIC codes are nested at the federal level.
ON1043	Zenya Ledermann	Thanks for the clarification! That being said, is it possible to separate these? I feel it is a disservice to the sectors to have them combined	Table 5-2, reply to ON503 and ON750	5-9	Unfortunately, the data cannot be disaggregated easily.
ON317	Michele James	Where does food processing fit? Does Manufacturing include food? Why combine agriculture with mining? They are very different. This category (agriculture/mining) appears to focus on raising stock (cattle, sheep) and not growing food.	Table 5-2: Workforce Employment by Sector. Source: ACS 5-Year Estimate 2017-2022 (S2403)	5-9	This organization is based on how NAIC codes are nested at the federal level. This would require more investigation to determine, but yes, food processing may be captured by other categories such as manufacturing and retail trade.
ON234c	Diane	In the long run, public transportation will have to be extended both north and south of the city where people are buying homes. Otherwise use of personal vehicles will continue to be a major stumbling block to clean energy goals.	Chapter 6	6-	Planning for the transit system is completed separately through a process conducted by Mountain Line and is based on the density and population of an area and the service found there.
CM11	Bicycle Advisory Committee	BAC members appreciate the emphasis on connectivity and ensuring that new and existing bikeways and trails form a holistic system which enables bicyclists to easily, comfortably, and safely travel through the region.	Transportation chapter	6-	No changes suggested.
CM14	Bicycle Advisory Committee	Members of the BAC appreciate that the Regional Plan connects developing and upgrading multimodal transit infrastructure to the City's climate goals, particularly the Climate Action and Adaptation Plan and the Carbon Neutrality Plan.	Transportation Chapter	6-	No changes suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
CM30	Bicycle Advisory Committee	As an overall comment, the BAC noted that it may be useful to refer to and mention micromobility users more consistently throughout this chapter, as they are key users of both bicycle and pedestrian infrastructure and may be using micromobility devices to connect to transit.	Transportation Chapter	6-	Additional mentions were added where appropriate. Glossary links were added.
ON981	David	In either the Transportation or the Energy chapters there should be a discussion of hydrogen as a fuel for vehicles and as an energy source. Before 2045 gets here hydrogen will be green (versus grey or black currently) in its production and fuel cell generators and vehicles will be prevalent. Flagstaff should be a leader due to the I40 and I17 traffic.	Transportation Chapter	6-	This is outside the scope of the Regional Plan. Airplane electrification was added to Policy CA.3.
W61	Commission on Inclusion & Adaptive Living	Transportation and accessibility are often said to be met in standards but are not in reality. There are many issues that hurt those with limited ability to navigate travel ways.	Transportation Chapter	6-	Agreed. Several suggested comments and edits were made to improve the chapter's discussion of and action items for accessibility.
ON1267	Nat	My main point here is that the FUTS is talked about in this chapter as a major transportation system at the level of bikeways. It should not be considered that way. Per this plan’s definition, FUTS is recreationally focused while serving as transportation to nearby schools and shopping. Snow and muddy conditions can inhibit its functionality unlike bikeways. It functions as a primarily environmentally focused connection between parks, activity centers, schools, neighborhood trails etc. It was not envisioned as a major mechanical, motorized transportation element although it can serve as such for some. FUTS should be more featured in Chapter 8 than this chapter.	Transportation Chapter	6-	In order to create a more straightforward, implementable plan, staff took the approach of segregating topics to be only mentioned once in one chapter, wherever possible. Because the FUTS is an integral part of the City's approach to active transportation, it is discussed in Ch. 6. There are action items about maintaining the FUTS to allow for use in winter. Leisure use of the FUTS is also recognized in the plan, see OS.1 for example.
ON420	Sam Meier	Lack of connectivity affects other transit modes, as well. I would like to see this language include other road users, since the focus is supposed to be on multimodal!	"A lack of connectivity limits distribution and circulation options for drivers and creates inconsistent patterns on the connecting roads."	6-1	True, this is addressed in the other sections of the chapter.

Comment ID	User name	Comment	Comment Location	Page	Response
ON947	Laura Huenneke	insert "for"	"The GHG emissions from the transportation system in the City accounts 30 percent of total GHG emissions."	6-1	Edit made.
ON175	David	extra word, it should be "These irregular roadways funnel into limited-"	"These irregular roadways funnel into to limited..."	6-1	Edit made.
ON951	Laura Huenneke	add something about connecting to air service in and out of the Region?	"These networks support driving, transit, passenger and freight rail, walking, biking, and micromobility for the Region's residents and visitors."	6-1	"Air travel" was added.
CM31	Bicycle Advisory Committee	Section 6-1 mentions using an undesignated shoulder as a bike lane. A member asked if there is a defined minimum acceptable width for that use. In general, members were not sure if there were existing standards for many of the types of infrastructure mentioned throughout this section.	"Undesignated shoulders are the term used by the Arizona Department of Transportation (ADOT) to describe an area on the road pavement that is striped separately for bicyclists and other non vehicle road users."	6-1	This is too detailed for the Regional Plan.
ON452	Alexander Shenkin	I see no acknowledgement of the serious issue of noise here. Noise from freeways is a serious issue in Flagstaff, and detracts from its natural beauty. It also negatively affects local communities and biodiversity. In my own community of Ponderosa Trails, there is a constant hum of freeway traffic, punctuated by jake brakes. This must be addressed in the regional plan, or it will worsen further with growth.	CHAPTER PRINCIPLES AND CURRENT CONDITIONS - TRANSPORTATION	6-1	The City and County lack the authority to manage road noise unless we would like to start building sound barriers which would restrict views and connectivity.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1103	david r	Unfortunately, as we can see in the design of the Lone Tree Overpass, surface transportation design starts with the interests of vehicles. The interests of pedestrians and cyclists are only addressed afterwards as some sort of ineffective add-on, which does not meet the needs of pedestrians or cyclists. If you want a serious diverse transportation system, you will need to stop privileging the automobile.	Flagstaff Regional Transportation Network	6-1	The Regional Plan does not propose privileging the automobile. Revised policy TS.1 states "Prioritize the safety and accessibility of vulnerable road users as the primary consideration in planning for streets and transportation systems."
CM85	Commission on Inclusion & Adaptive Living	“Roads and Streets...ADD>>Many of our region’s roads lack sidewalks and many of our sidewalks lack curb cuts and /or truncated domes. Nearly all our region’s crosswalks lack accessible pedestrian signal devices.”	Roads and Streets	6-1	No change, crossings are discussed in the Active Transportation section, and safety and accessibility is discussed in the Safety and Convenience for the Most Vulnerable section and the Safety section. The Ch. 6 action items also cover these suggestions and have been revised to emphasize accessibility.
ON204	Zak	This should be brought up more often. Car use is not benign. We lose citizens car-centered development.	"Thirty-two percent of deaths of children aged one to 17 years were due to motor vehicle crashes."	6-10	Yes.
ON203	Zak	Improvements to safety should be focused on reducing car speeds and increasing edge friction and not making it harder for cars and bikes to move through the city.	Safety	6-10	Speed limits are outside of the scope of the Regional Plan. On the next page, some examples of other safety interventions are noted.
ON987	Laura Huenneke	I appreciate this focus on safety and the desire to reduce/eliminate fatalities and injuries due to crashes. I have another safety concern that is missing here (perhaps it is in a later chapter??) - the fact that Flagstaff is ranked very high on risks related to limited evacuation capacity in the case of an emergency (e.g. a fast-moving fire as in Paradise, CA). What is the situation with respect to evacuation capacity? Does this require some thought about improving physical infrastructure?	Safety	6-10	Yes, it is in a later chapter. See p. 11-8 and the Ch. 11 action items.

Comment ID	User name	Comment	Comment Location	Page	Response
ON955	Laura Huenneke	principal, not principle	"At the heart of all these frameworks is a willingness to place safety as the principle consideration in road system investments and design work."	6-11	Edit made.
CM90	Commission on Inclusion & Adaptive Living	“high visibility, fully accessible pedestrian crossings, accessible pedestrian signal devices, …”	"Street level interventions and redesigns, such as roundabouts, high visibility pedestrian crossings, and traffic calming measures, are increasingly common and more projects like them are needed to make a difference in the safety of the Region."	6-11	Added "accessible pedestrian signal devices." Preceding this sentence, added "Accessible universal design is essential in addressing the the needs of these most vulnerable of road users."
ON424	Sam Meier	If these are the vulnerable community members mentioned above, this definition should be offered earlier in the chapter, or it should be made clear that "vulnerable community members" will be defined in this section.	"The most vulnerable roadway users, …, are people outside of vehicles, older adults, people with disabilities, people of color, and people walking in lower income areas."	6-11	In this section, the term refers to the findings of a Smart Growth America Study, which is cited with an endnote. "Vulnerable road users" is not always used in connection with the study.
ON206	Kim Austin	Add younger children?? As they may have more difficulty navigating roadways and crossings, similar to older adults	"The most vulnerable roadway users…. are people outside of vehicles, older adults, people with disabilities, people of color, and people walking in lower income areas."	6-11	In this section, the term refers to the findings of a Smart Growth America Study, which is cited with an endnote.

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ON205	Ira Allen	How do you envision anything approximating sound climate goals being met when the majority of developable land is checkerboard infill served by freeways and you have no vision of actual mass transit?	Environmental and Climate Impacts	6-11	See the Transportation Findings from Scenario Planning for more information.
ON910	Val	What specifically does this system entail? Can a link be made?	Safe System Approach and Road to Zero call out box	6-11	There are entire manuals that can be referenced but that is too much detail for the Regional Plan.
ON208	Zak	This fee should be higher	"In 2017, the City adopted a comprehensive parking program for the Downtown and surrounding areas including a paid parking district, residential and employee parking, and management of municipally owned surface lots."	6-12	This is outside the scope of the Regional Plan.
ON209	Zak	This funding should not go to 'additional public parking' it should go to supporting alternative transportation options. If the fee was higher for parking private parking (which is already present) may go from closed (it all says 'private property, no trespassing') to taking advantage of the additional revenue source. With such a low fee these properties would simply be taking on un-paid liability if they allowed public parking during their off hours. We shouldn't be tearing down buildings downtown in order to put in more surface parking that doesn't support the tax base or needs of this community.	"In 2017, the City adopted a comprehensive parking program for the Downtown and surrounding areas including a paid parking district, residential and employee parking, and management of municipally owned surface lots." Reply to ON208	6-12	This is outside the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON211	Zak	Make more streets seasonally or permanently car-free, like Aspen between Beaver and Verde	Streetscapes and Parking	6-12	This suggestion is too specific for the Regional Plan. This is a concept that has been address in neighborhood plans in urban areas.
L177	Equity Climate Advisory Group	Two thoughts on the winter ordinance: 1) Reevaluation of what street safety we do NOT attend to because of the brush-off statement “but what if it snows?” needs to be considered in the age of climate change. The parking ordinance made sense for practice and enforcement when it actually started snowing on Halloween and continued through April. We now barely have significant storms till January and then they end in March. When pedestrians ask for raised crosswalks, bike lanes, speed bumps, or bollards and hear the response, “but what if it snows?” That excuse is no longer going to hold value on why we can not implement safer street infrastructure and traffic calming. 2) With the housing crisis, many residences have multiple people living in the home with multiple vehicles and not enough off-street parking. People don’t have the extra money to pay for these parking tickets. If there was an implementation of the “odd/even” system this would alleviate that burden for residents.	Winter Parking call out box	6-12	A Ch.6 high priority action item and new Policy PK.3 direct the City to update the parking ordinance for these reasons.
L211	Equity Climate Advisory Group	Speaking of equity in relation to the winter parking ordinance section: The odd/even is a great idea. With the housing crisis, there are so many residences that have multiple people living in the home with multiple vehicles and not enough off street parking. People don’t have the extra money to pay for these parking tickets. If there was an implementation of the “odd/even” system this would alleviate that burden for residents.	Winter parking call out box	6-12	Odd/even is one of multiple options that can be considered to implement the related action item.
ON1044	Krista Ames-Cook	The County Winter Parking Ordinance is different than the Flagstaff City Winter Parking Ordinance. This is confusing and they should be aligned. It would be better if the County Ordinance matched the city guidelines so that parking is only not allowed overnight.	Winter Parking call out box	6-12	The call-out box language was edited to clarify that it is referring only to the City's ordinance. The County's ordinance is written for a larger and different geography that includes snow play on roads, and a change to the County ordinance is not recommended by this plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON213	Aaron	The winter parking ordinance may be fairly restrictive in writing - although in over 30 years, I have never witnessed it being enforced on anyone. For example, 2 years ago emergency vehicles (fire truck & ambulance) could not access our neighborhood due to 'permanently over-winter parked' vehicles along with the ensuing snow berms created around the vehicles edging into the middle of the road. Only small vehicles could squeeze through the street for many weeks until the snow berms melted on their own. Reports were provided to the city by several residents following the EMS debacle and nothing was done about it. Seems like a waste of energy to have an ordinance on the books that is widely ignored or disregarded altogether.	Winter Parking call out box	6-12	Enforcement is outside the scope of the Regional Plan. We interpret this comment as not in support of keeping the winter parking ordinance.
ON300	Crystal	The even/odd system is a great idea. There are so many areas where cars do not have the parking to meet the needs of the particular residence, and this would keep civilian aide PD units from spending countless hours on Winter Parking overtime work and save money in the long run.	Winter parking call out box	6-12	Odd/even is one of multiple options that can be considered to implement the related action item.
ON975	KB	Agree with others in that it's not restrictive if it's not enforced and it isn't. This is also why I can't agree with the reversal of parking space requirements in dense neighborhoods. In heavy snow winters, the streets in Flag townsite are a disaster of permanent parks "car-burgs" on both sides of narrow streets. Some blocks turn into dicey opportunistic one-ways.....meaning go quick and hope there's no oncoming traffic til you get to the next intersection - the street is too narrow to pass an oncoming car. The worst stretches are surrounding apartment buildings with not enough off-street parking. Throw in some un-shoveled sidewalks and the pedestrians get to join the fray too.	Winter Parking call out box	6-12	The legislature is requiring reductions in the amount of onsite parking that can be required in neighborhoods. Therefore addressing the need for on-street parking and what changes may be needed is a necessary response as other local decision-making is being preempted.
ON299	Crystal	Aaron, going to the City to report the issue isn't the route to take if this is an ongoing issue. Call the police department who is in charge of enforcing the ordinances to pass out warnings and tickets. I in fact just got a warning on my vehicle last week. So I have to disagree that it is not being addressed..	Winter parking call out box, reply to ON213	6-12	Enforcement is outside the scope of the Regional Plan.
CM91	Commission on Inclusion & Adaptive Living	“Implementing staff should… convert vehicle lanes into accessible sidewalks, bicycle…”	"Evaluate opportunities to convert vehicle lanes into bicycle infrastructure, micromobility zones, and transit infrastructure."	6-13	This guideline was removed, covered by TS.2.

Comment ID	User name	Comment	Comment Location	Page	Response
ON915	Val	And have a plan to make them more travel worthy during snowy times. The picture in pg. 6-13 gave a thought to having these bicycle rack areas covered, protecting bikes from summer sun and winter snow improving the condition of bikes for the riders.	"Improve the walkability of Urban Neighborhoods and Urban and Suburban Centers through infrastructure improvements, design improvements focused on multimodal objectives, and improved connectivity with surrounding areas."	6-13	This guideline was removed, covered by the revised Walkable Mixed Use Community Priority.
CM92	Commission on Inclusion & Adaptive Living	“Implementing staff should…quality, fully accessible…”	"Provide and design around quality infrastructure for vulnerable road users first."	6-13	This guideline was removed, covered by TS.1.
CM93	Commission on Inclusion & Adaptive Living	update engineering standards…with greater connectivity, greater accessibility…”	"Update subdivision and engineering standards for residential plats and mixed-use developments with greater connectivity, more grids, and road connections to provide greater transportation choices."	6-13	This guideline was removed, covered by MT.2a, MT.2b, and MT.5, as well as Ch.4 guidelines for all categories.
ON214	Zak	Also pedestrian/ biker cut throughs, there are several on the west side of town subdivisions: S Thompson Loop - W Daydream Dr and S Rocking horse Ln - S Highland Mesa Dr (more I haven't found yet). These can make active transport trips shorter and easier than driving. They also provide the 'surprises' that make living in a city fun. These paths should be considered part of a holistic look at city development.	"Update subdivision and engineering standards for residential plats and mixed-use developments with greater connectivity, more grids, and road connections to provide greater transportation choices."	6-13	This guideline was removed, covered by MT.2a, MT.2b, and MT.5, as well as Ch.4 guidelines for all categories.

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ON578	Ben Ruddell	See my other comment on “should” statements in this plan, which can be very problematic.	Goal TS Implementation Guidelines, referencing ON573 and ON574	6-13	The category of implementation guidelines was reorganized and deleted.
CM35	Bicycle Advisory Committee	Pages 6-13 and 6-14 spoke to engineering standards for roads and calming, but there is no mention of standards for bike infrastructure. These bicycle infrastructure standards should be developed. If the Regional Plan is not the appropriate document for this, perhaps the Regional Plan can support the development of standards in another policy document such as the ATMP or in the city’s code.	Transportation Implementation Guidelines	6-13	Note that the implementation guideline category was deleted and many of these guidelines were removed or reincorporated elsewhere. There is an action item on improving network connectivity for all modes and an action item on the City's forthcoming transportation master plan, which is as specific as the Regional Plan gets on this topic.
CM36	Bicycle Advisory Committee	the BAC discussed the need for public education and outreach in order to promote safety. One major topic of discussion was the creation and implementation of signage (e.g. bikes can use full lane signs, shared road signs, etc.). The Big Shift is a new concept for a lot of people and people will need education to understand how to use multimodal roadways.	Transportation Implementation Guidelines	6-13	Education is a programmatic consideration that is outside the scope of the Regional Plan. There is an action item on updating traffic rules and devices and an action item on signs and wayfinding.
ON216	Zak	Love this, more traffic calming, chicanes, raised pedestrian crossings	"Consider road diets and new micromobility opportunities in areas appropriate for multimodal and Complete Streets retrofits."	6-14	This guideline was removed and is covered by policies TS.3a and TS.3b.
ON218	Kim Austin	Temporary demonstration projects?	"Consider road diets and new micromobility opportunities in areas appropriate for multimodal and Complete Streets retrofits."	6-14	This guideline was removed and is covered by policies TS.3a and TS.3b.

Comment ID	User name	Comment	Comment Location	Page	Response
ON425	Sam Meier	And bike or micromobility device parking.	"Design streets with continuous pedestrian and bicycle infrastructure that is wide enough to provide safe, accessible use and opportunities for shelter and seating."	6-14	This guideline was removed. Policy MT.8 on bike parking was added.
ON1263	Nancy Branham	I have always thought that with Beaver and SF being one way streets in downtown that Leroux should be made pedestrian, bike only for at least 5 blocks north of Rte 66.	"Encourage physically separated bicycle and pedestrian infrastructure in the design of transportation projects based on traffic volume and context."	6-14	This suggestion is too specific for the Regional Plan. This is a concept that has been address in neighborhood plans in urban areas. Note that this guideline was removed.
ON219	Zak	It seems like this has happened at S Woody Ln. Theres a large apartment complex going in (fully support apartments) but they don't have any nearby services, its not mixed use (seemingly), forcing them to drive to get groceries etc. I just read in the Mountain Line plan there might be an extension, but its still a ways to go by bus for daily services, and people are likely to just get in a personal vehicle at that point.	"If a new development is outside current routing, coordinate with Mountain Line early in the development process to discuss solutions."	6-14	Bus line 8 was extended toward the Timber Sky development. The extension just started operating recently.
ON1244	Erica Rackley	How will the City keep FUTS trails free of snow?	"Maintain streets, pedestrian paths, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and obstructions so they are safe and functional for all users, regardless of transportation mode."	6-14	This is too detailed and programmatic for the Regional Plan. Note that this guideline became an action item.
CM37	Bicycle Advisory Committee	BAC members noted that a repeated barrier for a complete bikeways system is the cost of developing bicycle infrastructure for new development. The committee discussed whether the Plan does or can include having developers pay impact fees to help pay for that infrastructure to connect to City's multimodal infrastructure.	Goal MT Implementation Guidelines	6-14	There is an action item to evaluate the potential for this.

Comment ID	User name	Comment	Comment Location	Page	Response
CM94	Commission on Inclusion & Adaptive Living	ADD>>"Enforce city ordinances that require residents and businesses to keep sidewalks clear of snow, debris and other obstructions so they are safe and functional for all users."	Goal MT Implementation Guidelines	6-14	Enforcement is outside the scope of the Regional Plan
ON220	Ira Allen	Sorry, where is there anything here about light rail? I can't find it.	Goal MT Implementation Guidelines	6-14	Flagstaff does not have the density to support light rail. It's currently fiscally infeasible.
ON917	Val	Would this be a good place to mention getting large delivery trucks out of the streets down town?	Goal TR Implementation Guidelines	6-14	The concept of curb management discussed in MT.6 (formerly ST.2) includes addressing delivery drop off locations on streets.
ON222	Zak	Upvote	"Consider trading parking for fire department access to allow for greater infill development and public safety on streets with limited right-of-way."	6-15	This implementation guideline was removed. Parking policies were added in Ch.3.
W50		5th bullet: incorporate universal design	"Encourage sidewalk cafes and parklets in Urban and Suburban Centers to support businesses and public space activation."	6-15	This guideline was removed, covered by MT.7. Accessibility was incorporated into a different Ch. 6 action item on Code and Standards updates.
ON224	Zak	More parklets in the urban setting!	"Encourage sidewalk cafes and parklets in Urban and Suburban Centers"	6-15	This guideline was removed, covered by MT.7.
ON918	Val	Love this!!	"Improve multimodal access and transit service to and from the airport, including transit, bicycle infrastructure and storage, and parking services."	6-15	This guideline was removed, covered by A.1.

Comment ID	User name	Comment	Comment Location	Page	Response
ON916	Val	including making these places NO IDLE ZONES.	"Incorporate into the Transportation Master Plan protocols for managing drop-off and pick-up areas for taxis, rideshares, tour buses, and autonomous vehicles in Centers."	6-15	The concept of curb management discussed in MT.6 (formerly ST.2) includes addressing delivery drop off locations on streets. This topic can be explored further in the upcoming City transportation master plan.
ON221	Zak	Upvote	"Where alternate routes for vehicle and bus traffic are available, encourage temporary street events to promote economic vitality, multimodal objectives, and community building."	6-15	This guideline was removed.
ON958	Laura Huenneke	The chapter doesn't really discuss the fact that visitors arrive in the Region in other ways than via Pulliam (and private vehicles on interstate and other highways). Might attention be paid to maintaining/building connection with bus lines and regional shuttle services, using steps similar to the ones listed here for Goal A?	Goal A Implementation Guidelines	6-15	MT.6 (formerly FR.1) is on connectivity between passenger rail and other modes. The Amtrak station is also a pick up/drop off location for bus service.
W51		not reflected in the goal or policy	Goal PK - Implementing Dept. Staff should	6-15	Three of these guidelines became parking policies.
ON891	Dee Hoagland	Encourage larger businesses to provide electric vehicle charging stations.	Goal PK Implementation Guidelines	6-15	This is covered by CA.3 (formerly CA.6).
CM96	Commission on Inclusion & Adaptive Living	“Implementing staff should...ADD>> Incorporate the principles of universal design ensuring ADA compliance in street design and pedestrian and bicycle infrastructure."	Goal ST Implementation Guidelines	6-15	The implementation guideline category was deleted. A Best Practice on universal design was added in Ch.3.
L34	ASLD (Rhonda Buss)	Please ensure that ASLD is included in the draft review of this document as it may relate to STL.	"Complete a Streets Master Plan for the City of Flagstaff...."	6-16	Per meeting on 1/13/25, Engineering will follow up on this separate process with ASLD via quarterly meetings.

Comment ID	User name	Comment	Comment Location	Page	Response
CM97	Commission on Inclusion & Adaptive Living	“Plan…Great Street design standards, the principles of Universal Design,…”	"Complete a Streets Master Plan for the City of Flagstaff that incorporates… Great street design standards, and FHWA Safe System approaches."	6-16	This action item was simplified.
CM99	Commission on Inclusion & Adaptive Living	“Fund…create new accessible pedestrian crossings with accessible pedestrian signal devices…”	"Continue to fill in sidewalk gaps and create new pedestrian and bike crossings in the existing City infrastructure with funding from the transportation sales tax (Proposition 419)"	6-16	Accessibility was added to the action item on updating code and standards.
ON302	Crystal	Great idea. Speaking of equity in relation to the winter parking ordinance section: The odd/even is a great idea. With the housing crisis, there are so many residences that have multiple people living in the home with multiple vehicles and not enough off street parking. People don’t have the extra money to pay for these parking tickets. If there was an implementation of the “odd/even” system this would alleviate that burden for residents.	"Evaluate alternative methods of snow removal to allow for year-round, on-street parking, and multi-modal travel (City only)."	6-16	Odd/even is one of multiple options that can be considered to implement the related action item.
ON427	Sam Meier	I would like to see a high priority action item which includes gathering data on current infrastructure use for bicyclists and pedestrians. A common issue in conversations with City staff is that the City does not have data on, for instance, the most highly trafficked streets or routes in terms of bicyclists, pedestrians, and micromobility users, which makes it hard to argue for or implement improvements for those users along those popular routes. This seems like it could be a high priority action item as data collection is not as costly as, for instance, grade-separated railroad crossings. However, having robust data on non-vehicle road users is critical to the goals outlined in the Regional Plan, particularly in terms of increasing accessibility to multimodal transportation alternatives.	"Evaluate alternative methods of snow removal to allow for year-round, on-street parking, and multi-modal travel (City only)."	6-16	This is outside the scope of the Regional Plan, but could be addressed by the transportation master plan.

Comment ID	User name	Comment	Comment Location	Page	Response
CM98	Commission on Inclusion & Adaptive Living	“Code…Update engineering standards to improve network connectivity and accessibility to all…”	"Update City Subdivision Code and Engineering Standards to improve network connectivity for and to all travel modes…"	6-16	Edit made.
W63	Commission on Inclusion & Adaptive Living	sidewalk safety and compliance with ADA should be an action item	Action Items	6-16	This is already required.
W64	Commission on Inclusion & Adaptive Living	need for accessible pedestrian signals that chirp to be installed whenever old ones are replaced and a proactive program to replace them like SLEDS did for lighting	Action Items	6-16	This is too detailed for the Regional Plan.
ON1104	david r	Neither are really pedestrian or bike friendly. Also, crossing Old 66 and Milton is a bear. Either more crosswalks or some pedestrian/bike bridges. Be awesome to have one crossing Old 66 and the tracks at Beaver, going from city parking lot to city parking lot.	"These include the railroad overpass at Lone Tree Road and connecting JW Powell Boulevard to Fourth Street."	6-2	There is a planned FUTS that would go under 66 and Railroad just west of City Hall and connect to the Downtown Connection Center (Phoenix/Beaver area).
L210	Equity Climate Advisory Group	There was a commenter that noted on the new Lone Tree overpass and JW Powell extension that this will induce traffic and ultimately we need public transit and non car focused transportation. I agree with Zak that the ultimate answer is a more robust public transit system. But for folks like me who work overnight shifts and have to cross south over the tracks to get to and from work, I am personally excited to cut my drive time by simply being able to bypass the train (and ultimately reduce emissions). This seemingly minor fix of the overpass on Lone Tree or JW Powell extension won't be as effective for everyone but for some it will make a big difference in their commute. In the summer months when there is light out, I even look forward to having a safer bike route because now my route would mean Ponderosa to Butler which does not feel safe. Additionally, Fire Station 2 which is the busiest station in the city at times experiences delayed services due to the train crossing. That is a problem that cannot be solved by public transit and requires better roadway access.	"These include the railroad overpass at Lone Tree Road and the connecting JW Powell Boulevard to Fourth Street."	6-2	No change suggested.
ON180	Zak	Upvote	"This is a fundamental change in how the transportation system is designed and how people move around the community."	6-2	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
ON179	Zak	Upvote	"What has been learned from these decades of decision making is that expanding roadways typically induces more driving..."	6-2	No change suggested.
ON421	Sam Meier	I would say that busier, larger roads "are" more uncomfortable, not "may be." This language seems unnecessarily soft.	"Wider, busier roads may become uncomfortable for some non-vehicular users, discouraging the use of alternative modes of transportation"	6-2	Edit made.
CM32	Bicycle Advisory Committee	Narrower roads assist with traffic calming, as discussed in 6-2.	Roads and Streets	6-2	No change suggested.
ON177	Zak	Congestion cant be fixed. Any action taken in this direction will only lead to induced demand. The answer is public transit and on-car focused transportation.	Roads and Streets	6-2	The road network does have identified bottlenecks due to its irregular pattern and crossings of the railway and I-40, as described on p. 6-1. The section on TDM in this chapter expands on the point raised by this comment.
ON178	Zak	*The answer is public transit and non-car focused transportation.	Roads and Streets, reply to ON177	6-2	No change suggested.
ON296	Crystal	I agree with Zak that the ultimate answer is a more robust public transit system. But for folks like me who work overnight shifts and have to cross south over the tracks to get to and from work, I am personally very excited to cut my drive time by simply being able to bypass the train. This little fix of the overpass on Lone Tree won't be as effective for everyone but for some it will. Additionally, Fire Station 2 which is the busiest station in the city at times experiences delayed services due to the train. That is a problem that cannot be solved by public transit and requires better roadway access.	Roads and Streets, reply to ON177 and ON178	6-2	No change suggested.
ON297	Crystal	Lastly, in relation to a non car focused commute, in the summer months when there is light out, I look forward to having a safer bike route because currently my commute would be from Ponderosa to Butler which does not feel safe.	Roads and Streets, reply to ON296, ON177, ON178	6-2	We are glad to hear that this project will improve your options for bike commuting.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1137	Laura Huenneke	There is very little in this chapter addressing visitors and their (current or potential) use of and impact on recreational facilities. Given the magnitude and importance of visitation/tourism (and of part-time residents), this might be important to consider more explicitly. What funding mechanisms are possible when non-residents comprise large proportions of users? What sort of educational outreach might be appropriate to help visitors understand what they are seeing, and what their own impacts might be and how those could be mitigated?	Transportation Chapter	6-2	Funding and education are programmatic topics and outside the scope of the Regional Plan.
CM86	Commission on Inclusion & Adaptive Living	“Active Transportation…roadways uncomfortable, inaccessible, or…”	"Active transportation users find numerous roadways in the Region uncomfortable or even dangerous to cross because the corridors are wide..."	6-3	Edit made.
ON186	Zak	Upvote. I feel this any time I need to cross Milton, bike along Milton, or go anywhere near Milton. Same with 66.	"Active transportation users find numerous roadways in the Region uncomfortable or even dangerous to cross..."	6-3	No change suggested.
ON906	Val	Add "complies with the Carbon Neutrality Plan".	"Is comprehensive and cohesive, so anyone can travel conveniently and easily by bicycle to destinations and neighborhoods throughout the community."	6-3	The layered network is proposed in the Active Transportation Master Plan, which is entirely separate from the Carbon Neutrality Plan, though they have some common goals.
ON185	Zak	Love traffic calming devices. Something to consider on streets like Butler, separated one way traffic induces speeding because of the lack of 'edge friction.' One of the sides of the current traffic pattern could be devoted to both directions (north?) and the other side could be dedicated to busses/ walkers/ cyclists (south?).	"Narrower roads provide additional space for features, such as bike lanes, street tree coverage, or traffic calming devices that lead to a more comfortable..."	6-3	This is too specific for the Regional Plan but could be addressed in the forthcoming transportation master plan.

Comment ID	User name	Comment	Comment Location	Page	Response
ON181	Sam Meier	I would suggest adding something about micromobility devices here (e.g. scooters, e scooters, skateboards, etc.) as another option apart from bicycles and pedestrians.	"Other approaches include... improving streets so they are more comfortable for all pedestrians, cyclists, and transit users."	6-3	Edit made.
ON950	Laura Huenneke	insert "and safer"	"Other approaches include... improving streets so they are more comfortable for all pedestrians, cyclists, and transit users."	6-3	Edit made.
ON188	Ira Allen	Do you see that working well with five+ million tourists a year, nearly all driving personal vehicles, most with no investment whatsoever in local culture? Sounds to me like massive ongoing worsening of traffic, driven also by the fact that there's nothing here that envisions bringing mass transit to the areas with greatest room for affordable housing infill. (Buses ain't it.)	"Potential options for appropriately designating areas for narrow streets include specifying lane width in lane design standards or even implementing a context classification system for road design based on area needs."	6-3	This is a consideration for the transportation master plan, as to where this could be safely implemented. Flagstaff does not have the density to support light rail. It is fiscally infeasible.

Comment ID	User name	Comment	Comment Location	Page	Response
ON189	Zak	I agree with this to an extent. If visitors understand the easiest option will be for them to leave their car at the hotel and walk/bike/ public transit from there it could alleviate this concern. Ideally people took public transit from Phoenix (or the Flagstaff airport) and onward to the Grand Canyon, but until that day friction of the personal vehicle after its initial arrive may be the best action.	"Potential options for appropriately designating areas for narrow streets include specifying lane width in lane design standards or even implementing a context classification system for road design based on area needs." Reply to ON188	6-3	No change suggested.
ON901	Val	Creative thinking is needed to get tourists from their hotels to points of interest...horse drawn carriages maybe, streets that are pedestrian only??	"Potential options for appropriately designating areas for narrow streets include specifying lane width in lane design standards or even implementing a context classification system for road design based on area needs." Reply to ON189 and ON188	6-3	This is outside the scope of the Regional Plan. Pedestrian-only streets is an idea that has been addressed in neighborhood plans in urban areas.
ON905	Val	How can Flagstaff/Snowbowl get Skiers from HOTELS..not just the current high school parking lot?	"Potential options for appropriately designating areas for narrow streets include specifying lane width in lane design standards or even implementing a context classification system for road design based on area needs." Reply to ON189 and ON188	6-3	Outside the scope of the plan. Mountain Line would be the decision-maker on this.

Comment ID	User name	Comment	Comment Location	Page	Response
ON182	Zak	This one is so important, these grade separated crossings can also function as traffic calming devices. As cars get taller (dumb) it is harder for drivers to see bikers, pedestrians, or pets. Raising them up to driver level is important. Mid crossing devices would be useful in so many of the roads I walk on a daily basis where there may not even be a sidewalk on the far side, much less a pedestrian crossing at an intersection (looking at you North side of W University)	"Providing enhanced and grade-separated crossings is another key element to provide safe, comfortable access across roads of the FUTS, bikeways, and other trails and paths within the active transportation network."	6-3	No change suggested.
ON183	Zak	Upvote	"The ATMP targets increasing active transportation from 27 to 54 percent of all trips, and from 17 to 34 percent of trips commuting to and from work, by 2042"	6-3	No change suggested.
ON187	Zak	Upvote! People who don't own cars are also citizens and residents and they deserve the right to travel freely just like vehicle owners.	"Walking and biking are critical modes of transportation for the significant portion of our community that cannot drive or does not have access to a vehicle."	6-3	No change suggested.
CM33	Bicycle Advisory Committee	The BAC discussed confusion regarding Great Streets in 6-3; again, the committee finds this concept to be vague, particularly in relationship to other concepts, such as primary, secondary, and tertiary bikeways. Is a primary bikeway a Great Street? Do all Great Streets function as primary bikeways?	Active Transportation	6-3	These are two unrelated concepts. There may be bikeways on Great Streets or not and bikeways may occur on other streets without this designation.
CM34	Bicycle Advisory Committee	The BAC discussed that enhanced and grade-separated crossings (6-3) are good for safety, but that such crossings also need to be convenient in terms of timing and frequency. For example, pedestrians are more likely to jaywalk if the signals at crossings are too infrequent. The BAC suggests adding this language.	Active Transportation	6-3	This is too much detail for the regional plan and covered very well in the ATMP.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1041	Krista Ames-Cook	How is a move toward Active Transportation viable in a region that has snow and ice for weeks and months at a time? What options are available during inclement and extreme weather?	Active Transportation	6-3	Two action items on snow operations and maintenance of active transportation infrastructure were added (former implementation guidelines).
ON576	Ben Ruddell	We won't succeed at making cycling a primary method for Flagstaff's commuting unless we check a few boxes. Some of these won't do; you need to do them all. - Continuous pathways that aren't interrupted - physically separated from both pedestrian and motor traffic, including grade-separated crossings. - Plowed and maintained ice-free in winter. - Without too many stops; every block is too many; every half mile or more is more reasonable. - Pathways from major residential neighborhoods to university and downtown. - Bike parking (this one is easy and mostly already accomplished).	Active Transportation	6-3	These are encouraged by MT, TS, and PK policies, as well as guidelines in Ch.4 and action items in Ch.6.
ON184	Sam Meier	I don't know if you spelled out ATMP in this section, so you may wish to do so in order to connect these documents again, or if people are reading the sections out of order.	Roads and Streets	6-3	We only spell it out the first time it shows up in the document and there is a index of abbreviations that can be referenced.
ON190	Zak	This would be especially important for center stationed bus rapid transit like what is seen in Albuquerque, NM: https://www.youtube.com/watch?v=qyOHoYqsj4k	"Pedestrian crossings are an essential element of a robust transit system especially when they provide a safe connection to and from transit stops and final destinations."	6-4	No change suggested.
CM87	Commission on Inclusion & Adaptive Living	"Fully accessible pedestrian crossings with accessible pedestrian signal devices..."	"Pedestrian crossings are an essential element of a robust transit system..."	6-4	No change, the definition of pedestrian includes wheelchair users.

Comment ID	User name	Comment	Comment Location	Page	Response
ON193	Sam Meier	65 to match other numbers	"Sixty-five percent of transit riders say Mountain Line is their only source of transportation..."	6-4	This was spelled out because it is the start of the sentence.
ON192	Sam Meier	A question I get frequently is where people using micromobility devices can and should go in terms of roadways, bike lanes, and sidewalks. It might be helpful to briefly mention where these devices can legally be used.	"To support further adoption of micromobility devices, it is important to provide safe and comfortable routes for micromobility users and consider these devices alongside bicycles and pedestrians when planning for shared streets."	6-4	This is determined by the State legislature and may change over time and was therefore purposefully left out of the plan. There is an action item on updating traffic rules and devices for the safe operation of micromobility vehicles.
ON191	Sam Meier	Is there anything in here about leading pedestrian intervals at crossings?	"Typical treatments include median refuge islands, advanced yield lines, curb extensions, landscape features, pedestrian activated beacons, advanced warning signage, and pedestrian-scaled lighting."	6-4	This is too detailed for the Regional Plan.
ON577	Ben Ruddell	The mountain line is pretty good. It does however need more and more frequent express busses during commuting hours to attract more middle class ridership.	Transit	6-4	This is covered by Goal TR. See also the Mountain Line Five Year Transit Plan.
ON970	KB	I have a love/hate relationship with the bus. I frequently ride it to and from work instead of contribute to traffic. But if my morning work schedule includes must-attend events, I gotta drive. The bus just isn't reliable enough. I've been juked too many times.	Transit	6-4	Goal TR supports increasing frequency and service.

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ON195	Zak	Is this tied to reduced parking minimums or similar that allow greater density development? What are the implications of the Permanent Transit Network?	"It provides opportunities for transfers and to create a transit supportive land use pattern."	6-6	Yes. Transit accessibility is also called out in Chapter 4 guidelines. More information on the Permanent Transit Network is available in the Mountain Line Five Year Transit Plan.
ON952	Laura Huenneke	can comment explicitly that this limits options for both residents and visitors, making them almost exclusively dependent on private vehicles for connecting to air flights.	"There is currently no public transit serving the airport."	6-6	Mountain Line intends to serve the airport with transit in the future. They would be the agency leading this effort.
ON196	Ira Allen	You HAVE to know this will not increase efficiency; it'll increase throughput, leaving traffic impacts unchanged *at best*.	"To increase safety and efficiency, BNSF is working in coordination with the Rio de Flag Flood Control Project and the Downtown Mile Project to complete a third rail next to the two existing rails."	6-6	"Safety and efficiency" refers to rail operations here, not impacts to traffic or those crossing the tracks.
ON911	Val	What is the impact of delivery systems like Amazon. etc.?	Airport, Rail, and Freight	6-6	This information is not particularly connected to land use.
CM88	Commission on Inclusion & Adaptive Living	ADD >>In cooperation with the Americans with Disabilities Act and the Federal Transit Authority, Mountain Line Paratransit provides an “ADA Guaranteed Ride Area”. This is an origin to destination, demand-responsive paratransit service that mirrors Mountain Line fixed-route service in terms of service times and areas.”	Transit	6-6	Edit made.
ON907	Val	confusing wording	"If funding for transportation cannot keep up, the Region could face in a poor fiscal situation."	6-7	Revised.

Comment ID	User name	Comment	Comment Location	Page	Response
ON423	Sam Meier	I think a definition for "most vulnerable community members" would be helpful here. I'm reading that this means pedestrians, cyclists, and micromobility users, but "vulnerable" could mean many different things.	"Support safety and convenience for the most vulnerable community members"	6-7	Changed to "vulnerable road users" to match the language in the rest of the chapter. This is defined in the context of a study on p. 6-11 but does not have a singular definition in the plan.
ON198	Zak	This should be highlighted as much as possible and permitting/ review fees for infill should reflect the SAVINGS and INCREASED EFFICIENCY of that development and rural/ opens space should reflect the opposite.	"The larger and more spread out the transportation system gets, the more costly maintaining it becomes."	6-7	This suggestion is outside the scope of the Regional Plan.
ON1042	Krista Ames-Cook	Why are the same photos being used multiple times in this document? Seems like there should be plenty of images available of Flagstaff so that duplicates are not needed. Also, license plate numbers should be blurred when possible.	Photo on 6-7	6-7	This photo was updated in Ch.6 and replaced with a different one in Ch.3.
ON200	Sam Meier	Assistive devices are not addressed until this section of the plan (if I interpret 'roll' to be about wheelchairs or other similar devices). It seems like an oversight not to mention folks who use assistive devices up top as a group of vulnerable road users.	"One of the commonly heard themes during the scenario planning process was the need for the Region to improve infrastructure for those who walk, ride, roll, and use transit."	6-8	People using assistive devises are under the category of pedestrians according to the State statute. A definition was added to the glossary.
CM89	Commission on Inclusion & Adaptive Living	“Safety and convenience…improve infrastructure and infrastructure accessibility for…"	"One of the most commonly heard themes… was the need for the Region to improve infrastructure for those who walk, ride, roll, and use transit."	6-8	This is covered by "improve infrastructure… for people who walk, ride, roll…"
ON199	Ira Allen	This is all just fantasy-based. Start planning light rail or the equivalent already. Come on!	"Reducing Reliance on the Automobile"	6-8	Flagstaff does not have the density to support light rail. It's currently fiscally infeasible.

Comment ID	User name	Comment	Comment Location	Page	Response
ON201	David	Not sure how what "regional in commuting" is? Could be reworded, is this trying to say people commuting in from the surrounding area?	"The location of these investments allows increased but still limited funding to be spent more efficiently and to create lower household transportation costs and decrease regional in commuting by supporting affordable housing."	6-8	Edit made.
ON954	Laura Huenneke	Not sure where in this chapter this concept might best fit...A very interesting model to look at is Holland Michigan, which like Flagstaff seeks to preserve an attractive, vibrant central core for locals and visitors alike in a potentially harsh winter climate. They have invested in heated sidewalks in core areas of their downtown, which keep pedestrians and active transportation users safe and buzzing along all winter no matter the conditions. I would imagine this greatly reduces rates of injuries due to falls and improves access for commercial purposes. (I didn't see much or any discussion in this chapter about winter conditions limiting the use and safety of pedestrian, bicycle, or similar modes of transportation.) Of course this is a very expensive tactic to pursue (I would guess), but in a long-term plan I wonder if it merits mention as a potential for future investment.	Reducing Reliance on the Automobile	6-8	Heated sidewalks have been installed on a smaller scale in certain locations in Flagstaff. Filling sidewalk gaps would be a higher priority, see Ch. 6 action items.

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ON202	Zak	This could also be accomplished through overturning parking minimums, especially in the highest density zones. When we build at car scale its hard to go back to human scale. Build at human scale in the first place and you don't have a need to get in a car.	"The City and other businesses or institutions have many yet-to-be implemented options to manage travel demand further, ranging from code changes that would incentivize demand management to encouraging carpooling at Flagstaff's kindergarten-through-12th-grade schools."	6-9	The Regional Plan Committee discussed removing parking minimums as an action item but did not feel it is appropriate in all parts of the community and is not applicable in the County.
ON579	Ben Ruddell	Almost everything in this chapter of the plan depends on preventing catastrophic forest fires. It is the pass/fail policy issue for Flagstaff’s environment. What are we going to do to solve that problem?	"All the resources discussed in this chapter have been influenced by people in the Region and influence the Region’s communities by affecting how individuals live, work, and play, and how neighborhoods function."	7-1	Added sentence to introductory section on wildfire risk.
ON597	Bruce Edward Fox	Resources are DEFINED by humans not just influenced. This is importantant because as times change, "resources" change as humans re-define and revalue the natural world.	"All the resources discussed in this chapter have been influenced by people in the Region and influence the Region’s communities by affecting how individuals live, work, and play, and how neighborhoods function."	7-1	Changed to "resources… are interdependent with the people in the Region."

Comment ID	User name	Comment	Comment Location	Page	Response
ON414	Sat Best	add "native plant communities"	"For centuries, the Region's landscape has sustained Indigenous cultures, wildlife, dark skies, forestry, agriculture, and natural beauty."	7-1	This sentence was moved to p. 3-12. The next sentence now includes vegetation types.
ON599	Bruce Edward Fox	ALSO wildlife habitat and native flora	"Key land use topics in environmental planning are forestry, livestock grazing, agriculture and farming, energy development, mineral extraction, scenery and recreation management, and urban development."	7-1	Added clarifying language.
ON598	Bruce Edward Fox	This false dichotomy does not serve us well. Only when we realize that human systems are one of the many systems in our natural world can we really move ahead. If not, we will keep trying to "manage" rather than be part of the environment	"Maintaining the balance between natural and human systems and providing for conservation and production of resources that support human development is a key part of environmental planning"	7-1	The purpose of these two paragraphs is to explain the terms environmental planning and stewardship. Lands within the Region are subject to both frameworks regardless of our preferences.

Comment ID	User name	Comment	Comment Location	Page	Response
ON855	Erika Nowak	should this be protection of resources? I assume the city is not generally in the business of "production" of resources. If production was intended, then protection of resources should also be added to this paragraph. By definition, "environmental planning" assumes some protection of (environmental) resources.	"Maintaining the balance between natural and human systems, and providing for conservation and production of resources that support human development is a key part of environmental planning."	7-1	Conservation is the predominant framework for environmental stewardship in the Region. Protection is a standard that applies only to limited public lands.
L86	Karen Enyedy	The paragraph above does not mention tribal governments and/or Navajo Nation and tribal governments. I believe this is because the Regional Plan has no authority over these entities but I'm mentioning nonetheless in case I'm wrong and it does have some authority.	"Stewardship of the natural and cultural environment is the shared responsibility of every person who lives, works, or visits the Region, including federal and state agencies, the City, County, private organizations, and their non-profit partners."	7-1	Edit made.
L87	Karen Enyedy	"Key land use topics in environmental planning are forestry, livestock grazing, agriculture and farming, energy development, mineral extraction, open space management, scenery and recreation management, and urban development. These topics are discussed in greater detail in Chapter 4, Growth and Land Use, and Chapter 8, Parks, Recreation, and Open Space."	Environmental Planning	7-1	Open space management is part of recreation management.
ON922	Val	Add City and County Carbon Neutrality /Climate Action and Adaptability Plan. Even though these plans are addressed later they should be mentioned specifically.	Environmental Stewardship - A Place like No Other	7-1	This paragraph does not summarize the Carbon Neutrality Plan. See Endnote 1.
ON923	Val	add Carbon Neutrality Plan/Climate action and Adaption Plan. These plans are discussed a bit later, however they should be stated plainly.	Environmental Stewardship - A Place like No Other	7-1	This paragraph does not summarize the Carbon Neutrality Plan. See Endnote 1.

Comment ID	User name	Comment	Comment Location	Page	Response
ON453	Alexander Shenkin	An often overlooked part of our environment is the audible environment. As Flagstaff has grown, noise - particularly from freeways - has become a serious issue. Noise from freeways detracts from Flagstaff's natural beauty. It also negatively affects local communities and biodiversity. This must be addressed in the regional plan, or it will worsen further with growth. Solutions could include noise walls along particularly troublesome stretches of freeway.	RSR Chapter	7-1	Air traffic and rail noise are outside the scope of the Regional Plan.
ON580	Ben Ruddell	AS's comment is important. The sound pollution within a mile of the interstate and railroad is severe. Route 66 is also a problem. And, unlike our neighbors in Phoenix and Tucson, it appears we have not been given equal priority by ADOT or the state legislature for funding mitigation measures like sound walls. This must be addressed in the plan. More than half of the city lives within less than a mile of an unmitigated transportation noise hazard. This leaves aside the lesser (for now) issue of the intermittent hospital helicopters and airport traffic.	RSR Chapter, referencing ON453	7-1	Air traffic and rail noise are outside the scope of the Regional Plan.
CM8	Open Spaces Commission	"Resource Guidelines should be expanded: For example, why aren't the large stands of Ponderosa Pines, Prairie dog colonies, escarpments, etc. not mapped? We believe that these should be included in our natural resources and wildlife. The significant natural resources map should be comprehensive."	"Additional Guidelines for Significant Natural Resources"	7-10	Page 7-8 explains the rational for having mapped and unmapped resources. The map in the current plan was not a useful tool in assisting property owners with natural resource decision-making. For instance if an area was not shown on the map as a prairie dog colony, then some people thought they don't have to worry about it, i.e. "But it's not on the map so it's not significant?" In the case of Ponderosa pines the Resource Protection Plan for properties is a finer level tool to encourage their preservation and mapping them at a larger spatial scale could create conflicting data.

Comment ID	User name	Comment	Comment Location	Page	Response
L21	Sat Best	"I'm very excited to see the implementation section that includes the preservation of wildlife corridors, seeps/springs, rock outcroppings and prairie dog colonies. (Thank you staff and Committee!) This is something that I and others have worked on for years. The text with each element seems to be in preparation for inclusion in the Zoning Code, and that would be a great step forward."	"Additional Guidelines for Significant Natural Resources"	7-10	Note that the guidelines were moved to Ch.3 as Best Practices for the Conservation of Significant Natural Resources (p. 3-14).
ON935	Val	Include link.	"For local technical information, consult the Arizona Earthquake Information Center."	7-10	Edit made.
ON649	Bruce Edward Fox	Important to go beyond knowledge and to incorporate this knowledge into the planning process	"For public projects, consult with and be aware of how cultural practices and the needs of Hispanic, African American, and Indigenous people could be affected in both natural and cultural resources."	7-10	This guideline was removed. It is covered by CR.2 and Ch.7 action items.
ON821	Sat Best	Add conditions to development projects so that native plant communities and the topsoil that supports them are protected and retained wherever possible.	"Maintain native plant communities and soil conditions in utility and other rights of way such as road shoulders, drainage areas, FUTS segments, passive parks, and open space."	7-10	This guideline was revised to include "when locating roads, trails, or buildings." However, this guideline cannot be required, only encouraged. It was moved to Ch.3 as part of the Best Practices for the Conservation of Significant Natural Resources.

Comment ID	User name	Comment	Comment Location	Page	Response
ON873	Erika Nowak	I'd suggest adding: maintain native plant communities and soil conditions and actively remove non-native plants in..."	"Maintain native plant communities and soil conditions in utility and other rights of way such as road shoulders, drainage areas, FUTS segments, passive parks, and open space."	7-10	This guideline was revised and moved to Ch.3 as part of the Best Practices for the Conservation of Significant Natural Resources. Native and invasive plants are also addressed through Policy RS.8.
ON933	Val	Removal, or notation of where non natives are located (for proper removal) can be accomplished by all Flag. residents as well as visitors. Just needs education done through various associations and agencies.	"Maintain native plant communities and soil conditions in utility and other rights of way such as road shoulders, drainage areas, FUTS segments, passive parks, and open space." Reply to ON873	7-10	See the Ch.7 high priority action item on invasive plant programs. Note that this guideline was revised and moved to Ch.3 as a Best Practice for the Conservation of Significant Natural Resources.
ON613	Bruce Edward Fox	or may not?	"Significant natural resources may contribute to ....."	7-10	Not all significant natural resources contribute to everything listed in the sentence.
ON934	Val	Or change the wording to "Must".	"Significant natural resources may contribute to ....." Reply to ON613	7-10	Not all significant natural resources contribute to everything listed in the sentence.

Comment ID	User name	Comment	Comment Location	Page	Response
ON615	Bruce Edward Fox	How?	"Some significant natural resources lack reliable spatial data and are not mapped but should be considered alongside mapped resources."	7-10	This sentence was revised to "should be included in updates to resource survey requirements and considered in discretionary rezoning cases on applicable properties to the extent that can be done so legally." A few sentences down, the text includes that site-specific data should be collected and verified by the appropriate resource professionals.
ON875	Erika Nowak	the "significant natural resources and conditions maps" link does not work, thus it is not possible to carefully evulate this critical piece of the regional plan for wildlife and critical resource/habitat protection.	"The Significant Natural Resources and Conditions maps (Information Map 7-2 and 7-3) provides information to consider when evaluating property for development or when drafting development proposals."	7-10	This link directed to the maps on page 7-13 and 7-14, but they unfortunately did not function on the Konveio commenting platform, only if the full PDF was downloaded. The internal links are functional in the updated draft. An online interactive map is now available on the project website.
ON876	Erika Nowak	"evaluate"	"The Significant Natural Resources and Conditions maps (Information Map 7-2 and 7-3) provides information to consider when evaluating property for development or when drafting development proposals." Reply to ON875	7-10	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
ON614	Bruce Edward Fox	Why?	"These high-value areas for conservation should be aligned with the locations of parks and open space, or civic space in development plans"	7-10	Aligning conservation objectives with parks and open space objectives can be an efficient use of land and can create a stronger argument for not developing a parcel or section of property when the objectives are combined. The type of resource and design of park/open space is an important consideration here.
ON612	Bruce Edward Fox	this is somewhat circular reasoning.	“'Significant natural resources' refers to natural resources and features that are important to the ecosystem because of their ecological role, scientific or habitat value, and/or uniqueness."	7-10	This definition was agreed upon by the natural resource professionals who were involved in writing this section. The next sentence expands on the definition.
L170	Equity Climate Advisory Group	To further support policy RS.7, update implementation to include: Develop specific replicable frameworks for consulting and incorporating Indigenous knowledge including Indigenous-led ecological monitoring; establish partnerships with Tribal leadership and incorporate two-way exchanges of knowledge; Recognize Tribal sovereignty and support co-management/co-stewardship initiatives; Create pathways to support Tribal rights and data sovereignty when engaging Indigenous knowledge.	Goal RS Implementation Guidelines	7-10	The implementation guidelines were deleted but an action item was added on collaboration with Indigenous leaders for natural and cultural resource projects.
L212	Equity Climate Advisory Group	"Implementation guidelines for participatory processes: Guideline: collaborate with community organization and leaders to ensure inclusive and equitable participation in decision-making processes"	Goal RS implementation guidelines	7-10	The implementation guidelines were deleted but four action items were added (two of them were former guidelines) related to this suggestion.

Comment ID	User name	Comment	Comment Location	Page	Response
ON961	Emily Renn	City owned properties and public properties could also be added here	"Include wildlife corridors in open space conservation priorities."	7-11	It was specifically left out because we do not have the legal authority to restrict development on such a wide area of land without dollars to purchase it. Note that this guideline was moved to the Best Practices for the Conservation of Natural Resources in Ch.3.
ON616	Bruce Edward Fox	Does staff really preserve natural topography?	"Preserve natural topography in open spaces, especially where there are rare plants and unique geology."	7-11	Yes. For decades. Note that this guideline was moved to the Best Practices for the Conservation of Natural Resources in Ch.3.
L26	ASLD (Rhonda Buss)	Some floodplain areas may be determined to be buildable (after further study) and STL is allowed one dwelling unit per acre per ARS 9-461.06. N. and ARS 11-804.E. Are density transfers allowed by right for buildable STL parcels?	"Prevent construction in the 100-year floodplain and conserve natural features through zoning and development review."	7-11	ASLD will follow up with review to ensure that there are no parcel specific issues that they were considering in writing this comment.
ON953	Emily Renn	There was a map of Gunnison's prairie dog colonies included in the previous Regional Plan. That map layer needs to be updated.	Gunnison's Prairie Dog Colonies	7-11	Page 7-8 explains the rational for having mapped and unmapped resources. The map in the current plan was not a useful tool in assisting property owners with natural resource decision-making. For instance if an area was not shown on the map as a prairie dog colony, then some people thought they didn't have to worry about it, i.e. "But it's not on the map so it's not significant?"

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ON859	Paul Beier	Add 2 more bullets here: •Obtain or develop a comprehensive map of riparian areas. •Manage surface flow and use reclaimed water to maintain and enhance riparian areas.	Riparian Areas, including Springs, Seeps, Wetlands, and Alluvial Soils	7-11	This comment prompted a follow up conversation on the feasibility of bullet #1 and it was determined that this data was not yet available but could be added to the map at a later data. An action item was added for improving available data for resource conservation. The second bullet is addressed in Ch. 9 and the WQ policies in Ch.3.
ON878	Erika Nowak	Avoid developing land in or near springs. Consult with NAU, MNA, state, federal, or tribal hydrologists to determine a suitable buffer zone needed to protect the structure and function of seeps and springs.	Riparian Areas, including Springs, Seeps, Wetlands, and Alluvial Soils	7-11	The first two bullets were moved to the Best Practices for Conservation of Significant Natural Resources in Ch.3 and the third bullet was revised and moved to Ch.4 as a guideline for all land use categories. The introduction to significant natural resources includes the directive to consult with the appropriate resource professionals.
ON877	Erika Nowak	rocky outcrops provide critical hibernation and aestivation sites for small mammals, reptiles, and amphibians.	Steep Slopes and Rocky Outcroppings	7-11	Animal communities being supported by outcroppings is included in the third sentence.

Comment ID	User name	Comment	Comment Location	Page	Response
ON879	Erika Nowak	these data may not take into account important small-scale wildlife migration corridors, e.g. rocky outcrops where animals hibernate are often not the same habitats the animals need to hunt/forage during the active season. Small species often migrate to and from these outcrops, and these small-scale migratory paths should also be considered when parcels are developed.	Wildlife Corridors	7-11	It is true that the Wildlife Linkages/Corridors overlay is intended to capture movement patterns of large wildlife at larger scales. It would be very difficult to capture all the potential movements of smaller animals. Conserving important habitats across many species (such as springs, floodplains and rock outcrops) is probably the most practical approach and is captured in this section.
ON880	Erika Nowak	Local connections between remaining grassland fragments could also provide important migration corridors for small species, including birds, mammals, reptiles, and amphibians. These kinds of local, small-scale corridors are unlikely to show up on the AZGFD linkages maps.	Wildlife Corridors	7-11	It is true that the Wildlife Linkages/Corridors overlay is intended to capture movement patterns of large wildlife at larger scales. It would be very difficult to capture all the potential movements of smaller animals. Conserving important habitats across many species (such as springs, floodplains and rock outcrops) is probably the most practical approach and is captured in this section.
ON883	Erika Nowak	add: Consult with local experts, including those from AZGFD, Northern Arizona University and other state, federal, and tribal agencies, to determine wildlife species of concern and locations of important local wildlife corridors.	Wildlife Corridors	7-11	Page 7-8 includes the directive to verify data with appropriate resource professionals.

Comment ID	User name	Comment	Comment Location	Page	Response
ON959	Emily Renn	Beyond just mitigating the impacts of human development on wildlife corridors, we should be prioritizing the protection of wildlife corridors and altering designs with that in mind.	Wildlife Corridors	7-11	That is covered by the policies to the extent that we can legally. The need to have money for acquisition is critical to successful wildlife corridor preservation and cannot be completed effectively through regulations.
ON939	Val	Thank you for adding this!!	Wildlife Corridors Implementation Guidelines	7-11	Note that these guidelines were moved to the Best Practices for the Conservation of Significant Natural Resources in Ch.3 and the guidelines for all land use categories in Ch.4.
ON824	Brenda Smith	Recommend changing this number to 50 for consistency. Where smaller numbers of prairie dogs occur, in many cases they can be moved using reverse dispersal.	"Encourage colony relocation with assistance from the AZGFD when there are prairie dog colonies of 40 or more individuals..."	7-12	This guideline was simplified and the colony size was removed. The guideline was moved Ch.3 as a Best Practice for the Conservation of Significant Natural Resources.
ON914	Brenda Smith	Adopt humane translocations using scientifically validated practices by wildlife professionals	"Encourage colony relocation with assistance from the AZGFD..."	7-12	The revised version of this guideline includes AZGFD and the significant natural resources introduction section includes the directive to consult the appropriate resource professionals. The guideline was moved Ch.3 as a Best Practice for the Conservation of Significant Natural Resources.
ON960	Emily Renn	Thank you for including this important section on prairie dogs in the regional plan. I suggest using the word "translocation" instead of "relocation" because we are moving a group of prairie dogs a long distance (usually 20+ miles or more) to reestablish the colony in a wildland area. Relocation typically refers to one or a few animals being moved a short distance (within their home range).	"Encourage colony relocation with assistance from the AZGFD..."	7-12	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
ON651	Bruce Edward Fox	Nice...but how effective?	"In public space, use interpretation to highlight and protect rare plants."	7-12	This guideline was removed. See Best Practices for the Conservation of Natural Resources in Ch.3 for revised resource guidelines.
ON650	Bruce Edward Fox	unclear what this means	"Include open space conservation priorities in rare plant communities."	7-12	This was an error. See revised version in the Best Practices for the Conservation of Significant Natural Resources (p. 3-14).
ON908	Brenda Smith	Also Picture Canyon	"Several colonies exist within the greater Flagstaff area including Country Club, the Rio de Flag near Foxglenn, Doney park, For Valley, and even in medians along Route 66."	7-12	No change, prairie dog populations in the greater Flagstaff area fluctuate greatly from year to year, primarily due to disease outbreaks, but they seem to persist in some locations. This is not an exhaustive list.
ON618	Bruce Edward Fox	Yes--and they are so incredibly cute!	"Several colonies exist within the greater Flagstaff area including Country Club, the Rio de Flag near Foxglenn, Doney Park, Fort Valley, and even in medians along Route 66."	7-12	No change suggested.
ON909	Brenda Smith	Are they also considered a species of priority concern by the city? Protection of their colonies and the open prairie grassland habitats they favor should be considered as truly unique and important habitat types worth protecting by the city.	"They are a Species of Greatest Conservation Need in Arizona's State Wildlife Action Plan."	7-12	SGCN is not a designation we determine at the city level.

Comment ID	User name	Comment	Comment Location	Page	Response
ON881	Erika Nowak	add (grasslands) after "meadows" to directly link protection of grasslands, mentioned elsewhere in the document as important resources, with protection of habitat types needed by prairie dogs.	"They tend to occur in open meadows or disturbed areas with deep soil."	7-12	Staff consulted with AZGFD, who advised: Although prairie dogs are technically a grassland-dependent species, in the Flagstaff area, I have seen them in many non-grassland habitat. So I would recommend not including “grasslands” as it might be misleading. Deep soils seem to be the best predictor.
L91	Karen Enyedy	Full name of ANPS starts with “Arizona.”	“Consult local experts from organizations such as the Native Plant Society, Northern Arizona University, and the Museum of Northern Arizona to help determine the importance and methods of conserving rare plants.”	7-12	This guideline was removed and is covered by a more general statement in the significant natural resource section that experts should be consulted. See the revised Best Practices for the Conservation of Significant Natural Resources in Ch.3.
ON825	Brenda Smith	Habitat Harmony can also provide information for living with or near prairie dogs and assistance with relocation efforts.	Gunnison's Prairie Dog Colonies	7-12	Yes. They are one of the appropriate resource professionals we contact.
ON913	Brenda Smith	Also, finalize the prairie dog ordinance.	Gunnison's Prairie Dog Colonies	7-12	There have been recent meetings with the Zoning Code Manager on this project.

Comment ID	User name	Comment	Comment Location	Page	Response
ON956	Emily Renn	There are non-lethal management options available (like physical and vegetative barriers, hardscape landscaping options, etc.) to coexist with prairie dogs in urban and suburban areas. Habitat Harmony developed a handbook (through a Heritage Grant with the City of Flagstaff and AZGFD) with recommendations that can be provided for free to developers and property owners. If there are colonies that are not suitable for translocation, the handbook can provide alternative options for coexistence.	Gunnison's Prairie Dog Colonies	7-12	This is too detailed for the Regional Plan. Staff works with partners when prairie dog conservation work is needed including providing a link to the handbook (https://habitatharmony.org/handbook). These non-lethal methods can work in some cases, but are not always appropriate.
L46	Coconino NF	Page 7-12, Implementing Department Staff should: - Please include an exception about removing large Ponderosa pine trees within 30 feet of structures.	Large Stands of Ponderosa Pines Implementation Guidelines	7-12	This is less explicitly addressed in the last sentence of this paragraph.
ON882	Erika Nowak	add the US Fish and Wildlife Service Regional Plant Ecologist to the list of "local experts".	Rare Plants	7-12	The guideline listing local experts was removed. There is a statement in the introduction to significant natural resources that states that appropriate experts should be consulted. See the revised guidelines in the Best Practices for the Conservation of Natural Resources on p. 3-14.
ON943	Val	Educate Flagstaff residents as to what these plants are...newspaper pictures, community HOA's, etc.	Rare Plants	7-12	Added a new Ch.7 action item to support partnerships for conservation, but community education is outside the scope of the Regional Plan.
ON942	Val	Thank you for this addition to the plan.	Rare Plants Implementation Guidelines	7-12	Note that the significant natural resource guidelines were revised and moved to Ch.3. See Best Practices for the Conservation of Natural Resources on p. 3-14.

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ON856	Paul Beier	Map 7-2 and Map 7-3 do not accurately map “riparian vegetation”. Indeed, my eye cannot see those polygons. I had hoped that I (as part of the Friends of the Rio de Flag) would provide such a map by now, but sadly we must wait until leaf-out in summer 2025 to produce such a map. I’m sorry I did not deliver. For now, I’d simply delete “riparian vegetation” from these two maps.	Map 7-2	7-13	Riparian vegetation remains on the map. Based on follow up conversations, it was determined that improved data can be added at a later date. There is a new action item on improving data on significant natural resources.
ON884	Erika Nowak	the "steep slope" overlay doesn't show up well on either map.	Map 7-2	7-13	The map was adjusted.
ON697	Valerie Piet	long term, do we have any need for wildlife crossings?	Map 7-2 - placed on I-89	7-13	Yes, but those are specific projects and will be supported by the plan direction to conserve natural resources.
ON858	Paul Beier	Map 7-2 and Map 7-3 do not accurately map “riparian vegetation”. Indeed, my eye cannot see those polygons. I had hoped that I (as part of the Friends of the Rio de Flag) would provide such a map by now, but sadly we must wait until leaf-out in summer 2025 to produce such a map. I’m sorry I did not deliver. For now, I’d simply delete “riparian vegetation” from these two maps.	Map 7-3	7-14	Riparian vegetation remains on the map. Based on follow up conversations, it was determined that improved data can be added at a later date. There is a new action item on improving data on significant natural resources.
ON885	Erika Nowak	local wildlife corridors, e.g. those following the Rio de Flag under I-17 and under Rte 66 and other roads through downtown, are not well-represented on these maps.	Map 7-3	7-14	The Wildlife Linkages/Corridors overlay is intended to capture the major movement patterns of larger animals. Many parts of urban Flagstaff where roads cross drainages can be used by small wildlife, but medium to large-bodied wildlife populations generally avoid these areas due to their perilous nature.

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ON957	Emily Renn	We need to add an updated Gunnison's prairie dog layer to this map so that implementation staff and citizens can monitor colonies for threats of destruction or development.	Map 7-3	7-14	Page 7-8 explains the rational for having mapped and unmapped resources. The map in the current plan was not a useful tool in assisting property owners with natural resource decision-making. For instance if an area was not shown on the map as a prairie dog colony, then some people thought they didn't have to worry about it, i.e. "But it's not on the map so it's not significant?"
ON1079	Zenya Ledermann	through? we should specific how this will be done	"Establish initiatives and maintain and update City and County codes to support CDR on lands in and around Flagstaff."	7-15	This action item was moved to Ch.10 and revised to include "...in a manner compatible with Fire-Adapted Communities practices." The CDR section that was in Ch.7 was moved to Ch.10 and further discusses the implementation of CDR.
L47	Coconino NF	Page 7-15, Action Items - First Partner/Fund row in table: would include ADOT, which performs a lot of weed abatement.	"Reconvene and develop abatement strategies with the San Francisco Peaks Weed Management Area or another organizational strategy to support invasive plant inventory, control, and prevention across land management agencies and local governments."	7-15	Revised to "regional, state, tribal, and federal partners" and ADOT was added as a partner on page A-10. Note that this action item was revised.

Comment ID	User name	Comment	Comment Location	Page	Response
ON834	Sat Best	Add - ,enhance community character by requiring robust native landscaping,	"Update and refine the City of Flagstaff's Resource Protection Overlay and landscaping regulations to incorporate updated forestry best practices, conform with the best practices of Fire-Adapted Communities, and calibrate and prioritize natural resources."	7-15	Native plants in landscaping are currently required by Code. See the new Best Practices for Creating a Sense of Place (p. 3-9) which includes a practice for landscaping.
L70	Scott Roberts	The City's resource protection framework needs to be rewritten to more appropriately capture how tree resources are calculated/distributed with a greater emphasis on fire prevention. The resource protection provisions were written at a time in Flagstaff's growth when the primary concern was widespread clearcutting for big box stores and their associated surface parking fields. Resource protection in 2024 should balance the City's housing and growth needs with fire prevention, urban forestry best practices, and smart ecological preservation.	"Update and refine the City of Flagstaff's Resource Protection Overlay and landscaping regulations to incorporate updated urban forestry best practices, conform with the best practices of Fire-Adapted Communities, and calibrate and prioritize natural resources."	7-15	Agreed. The action item was written with this need in mind.

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L27	ASLD (Rhonda Buss)	Please keep ASLD updated as the proposed Resource Protection Overlay is created.	"Update and refine the City of Flagstaff's Resource Protection Overlay and landscaping regulations to incorporate updated urban forestry best practices, conform with the best practices of Fire-Adapted Communities, and calibrate and prioritize natural resources."	7-15	Informed the project manager that ASLD should be informed on the timeline and potential edits.
L213	Equity Climate Advisory Group	Action item: conduct regular public workshops, survey and participatory planning session to gather input from vulnerable communities. "	Action Items	7-15	This is covered by the action item "Engage residents..." (formerly RS.10). Two other related action items were added.
L215	Equity Climate Advisory Group	Action item: Develop funding mechanisms to support BIPOC communities in preserving their heritage.	Action Items	7-15	This is covered by the action item "Engage residents..." (formerly RS.10). Two other related action items were added.
L172	Equity Climate Advisory Group	"None of the action items explicitly address engaging or incorporating underrepresented communities or Indigenous knowledge. - How will cultural and historic resource inventories include Indigenous input? How will partner/fund initiatives ensure cultural sensitive and cultural humility practices regarding Indigenous communities and their knowledge? Add Action Items: 1. Develop equitable frameworks for engaging Indigenous communities to co-produce ways to integrate Indigenous knowledge, ensuring active participation in planning and implementation processes. include Indigenous-led ecological monitoring in watershed plans, ensure cultural resource inventories prioritize equitable representation by partnering with diverse cultural organizations and communities; 2. Allocate funding for projects that integrate Indigenous knowledge and practices into resilience planning."	RSR Action Items	7-15	That will be part of what the Historic Preservation Action Plan will include. A new action item was added on collaboration with Indigenous leaders.

Comment ID	User name	Comment	Comment Location	Page	Response
L216	Equity Climate Advisory Group	The importance of public engagement and education is highlighted, especially regarding climate change, resilience, and stewardship but there is no direct implementation or action item that supports this other than the “In cooperation with other agencies and non-governmental organizations, actively locate, identify, interpret, and preserve historical, archaeological, and cultural resources as aspects of the society for future generations to retain, understand, and enjoy their cultural identity.” Therefore, develop continuous action item(s) focused on public engagement for all major initiatives, especially those involving natural resources, cultural heritage and resilience planning. Ensure all major initiatives have clear mechanisms for public participation and feedback incorporation, enhancing transparency and community trust.	RSR action items	7-15	This is covered by the action item "Engage residents..." (formerly RS.10). Two other related action items were added. Engagement on climate action is covered in the Carbon Neutrality Plan.
ON860	Paul Beier	Add these actions: Partner/Fund. Obtain or develop a comprehensive map of riparian areas. Plan/Fund. Manage surface flow and use reclaimed water to maintain and enhance riparian areas	RSR Action Items	7-15	An action item was added for improving available data on significant natural resources. There is a Ch.9 action item on riparian ecosystems, which used to be a Ch.9 implementation guideline.
ON886	Erika Nowak	The "action items" section for wildlife, seep and spring, outcrop, and wildlife migration corridor protection seems particularly lacking. Shouldn't an action item be the identification of important parcels that promote wildlife diversity and protection of important, irreplaceable resources like seeps/springs and rocky outcrops, and seeking partnerships and funding for their protection? This kind of protection is substantially different from that encapsulated in the watershed action item.	RSR Action Items	7-15	Added an action item on significant natural resource conservation.
ON912	Brenda Smith	The prairie dog ordinance had lingered for years and should be an action item. Additionally, identify critical parcels for protection that support wildlife species diversity and promote migration corridors/linkages	RSR Action Items	7-15	The prairie dog ordinance was not added as action item. There have been recent meetings with the Zoning Code Manager on this project.
ON887	Erika Nowak	channelization should be a strategy of last resort, as it destroys structure and function of riparian areas.	Chapter 7 Endnotes - "Unless channelization is necessary for flood control in the built environment."	7-16	Exactly.
ON601	Bruce Edward Fox	Why?	"...the Region must proactively adapt in a way that enhances quality of life..."	7-2	This climate change section was removed as it became redundant with a new section on the climate emergency added in Ch.1.

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ON643	Bruce Edward Fox	where? During the entire year?	"Air quality metrics for ozone, particulate matter, nitrogen oxides, sulfur oxides, carbon monoxide, and lead are currently in compliance with the National Ambient Air Quality Standards; therefore, the Region is not subject to the statewide programs required for non-attainment areas."	7-2	NAASQ Standards are published online and explain the time specifications.
ON602	Bruce Edward Fox	Given that this is impossible, perhaps more accurate that we value clean air with a minimum of pollutants--chemical, physical, and light.	"Air that is free of light and air pollutants is a highly valued natural resource in the Region"	7-2	It is stated as a value, which it is not a goal to be achieved.
ON416	Sat Best	Suggested: "updated, strengthened and coordinated, and a joint City/County staff position has been established for monitoring and enforcement.	"Both the City and County adopted comprehensive zoning regulations for outdoor lighting in 1989; since then, the codes have been periodically updated and strengthened."	7-2	We do not discuss staffing elsewhere in the plan because it changes over time.
ON924	Val	Enforcement is necessary. I do not see any enforcement in my older, established neighborhood which should have heard about this, nor with the new neighbors moving in.	"Both the City and County adopted comprehensive zoning regulations for outdoor lighting in 1989; since then, the codes have been periodically updated and strengthened."	7-2	Enforcement is outside the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
L12	Mike Klinke	"Flagstaff is the world's first International Dark Sky City, a designation that we hold with pride. Our commitment to preserving the night sky is not just an aesthetic choice but an essential part of our identity and a key resource for scientific research. As growth accelerates, we must ensure that our policies prioritize light pollution controls, enforce existing regulations, and explore innovative solutions to preserve this irreplaceable resource. Lowell Observatory is a cornerstone of our city's history and international reputation. It would be heartbreaking to imagine a future where Percival Lowell's Mausoleum overlooks a site that is no longer an active center for astronomy, replaced instead by unchecked urban sprawl or poorly planned development. Additionally, the U.S. Naval Observatory Flagstaff Station plays a critical role in astronomical research and navigation, and its operations are equally dependent on our dark skies. We must also safeguard and attract other astronomical resources nearby to maintain our city's legacy as a global hub for space science. Let's reaffirm our commitment to ensuring that our city's skies remain dark and that these institutions continue to thrive for future generations."	"Dark Skies"	7-2	Revised policy RS.1 (formerly RS.3) states the intent to preserve dark skies and was edited to mention the economic benefits of dark skies.
ON600	Bruce Edward Fox	Hmmm...not sure how wildfire can be a short term stressor when the effects of wildfires can be extremely long lasting....	"It involves a community's anticipation of and preparation for changing conditions, whether they are short-term stressors like a wildfire or severe weather"	7-2	It is a short term stressor in the immediate evacuation. The long term impacts are different but result from the same event. Note that this section was deleted as it became redundant with a new section on the climate emergency added in Ch.1.
ON413	Christian Luginbuhl Flagstaff Dark Skies Coalition	Flagstaff is the largest Dark Sky Community in the world, and continues to set the gold standard in successful night sky protection.	"On October 24, 2001, Flagstaff was recognized as the world's first International Dark Sky Community for its pioneering work balancing preservation of its night sky natural resource with concerns about public safety and economic security"	7-2	No change, this is subjective.

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ON988	Laura Huenneke	Thank you for stating this commitment explicitly.	"Resilience also requires mitigating the sources of GHG emissions that contribute to climate change, to reduce risks and harm to all community members."	7-2	This climate change section was removed as it became redundant with a new section on the climate emergency added in Ch.1.
CM100	Commission on Inclusion & Adaptive Living	“Dark skies…Safe, efficient, and ADA compliant outdoor lighting…”	"The purpose of these zoning regulations is to help assure that dark skies remain a resource for community members and visitors to enjoy, and to provide safe and efficient outdoor lighting that protect the Region’s dark skies from careless and wasteful lighting	7-2	ADA compliance is an aspect of safety in this context.
ON411	Christian Luginbuhl Flagstaff Dark Skies Coalition	Suggest addition: Through broad and sustained community support, these policies have been resoundingly successful, preserving visibility of the Milky Way from essentially everywhere within this community of over 80,000 residents.	"The purpose of these zoning regulations is to help assure that dark skies remain a resource for community members and visitors to enjoy, and to provide safe and efficient outdoor lighting that protect the Region’s dark skies from careless and wasteful lighting practices."	7-2	No change, this is subjective.

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ON925	Val	Sorry, but the Milky Way is NOT seen in the Continental neighborhood.	"The purpose of these zoning regulations is to help assure that dark skies remain a resource for community members and visitors to enjoy, and to provide safe and efficient outdoor lighting that protect the Region's dark skies from careless and wasteful lighting practices." Reply to ON411	7-2	The suggestion was not included.
ON644	Bruce Edward Fox	must? Who has made this directive?	"The Region must proactively adapt in a way that enhances quality of life and reduces the unequal burdens created by climate change, particularly in communities of color and low-income neighborhoods."	7-2	This climate change section was removed as it became redundant with a new section on the climate emergency added in Ch.1.
ON581	Ben Ruddell	The two major air quality problems are wildfire smoke and industrial (Nestle-Purina). Both types need to be addressed. We don't have a serious smog or emissions problem and likely never will owing to our geography.	Air	7-2	Wildfire smoke is also address in Chapter 11, see p. 11-9. The Nestle Purina smells are a nuisance but do not exceed air quality standards.
L41	Coconino NF	Page 7-2, Climate Change - Suggest mentioning increasing risk of high-severity wildfires and potential shifts in vegetation types.	Climate Change	7-2	This climate change section was removed as it became redundant with a new section on the climate emergency added in Ch.1, which includes wildfire risk (p. 1-8). This is also covered in Ch. 11 extensively.

Comment ID	User name	Comment	Comment Location	Page	Response
L2	Christian Luginbuhl	"One comment I did not find a place for concerns the equitable nature of dark sky preservation within our community. The world has focused in the last two decades on recognizing dark sky places such as parks and reserves that are remote and already dark. These are important resources to recognize the protect, but not everyone has the personal resources to take advantage of these. When you protect the skies within your community as we have, everyone benefits, regardless of socioeconomic condition or whether they have the resources to take a vacation to a remote location. Perhaps this could be captured as a new section or paragraph within chapter 7."	Dark Skies	7-2	Added a sentence about this on page 7-2.
ON603	Bruce Edward Fox	Also harvesting and grazing practices	"A century of fire-suppression-based management has left the forest in an altered condition that puts the Region at great risk for high-severity wildfires, threatening its natural resources, economy, infrastructure, and human health."	7-3	Those are both part and parcel of the move to fire suppression because they were part of MUSA.
L42	Coconino NF	Page 7-3, Fire - This paragraph identifies increased fire risk as a result of fire suppression; however, climate change and increased urban interface development are also major factors, especially in the region.	Fire	7-3	A sentence on this was added to the Environmental Stewardship section of the chapter. This is discussed elsewhere in the plan, in the new Ch.1 section on the climate emergency and in Ch.11.

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ON861	Erika Nowak	These statements on springs are misleading. There are many seeps and springs, including perennial springs, within or adjacent to the Flagstaff city limits; their locations were identified by experts during previous regional plans. One well-known example is Elden Spring. Seeps and springs need specific protections in the regional plan.	"Many of these natural water features form along hillslopes such as Observatory Mesa, and only a portion of them are mapped. Perennial springs tend to be located below the Mogollon Rim south of Flagstaff and are charged by the aquifers that flow beneath the Region."	7-4	Changed to "Most perennial springs are located..."
ON852	Paul Beier	add this sentence (or something like it) at the end of this paragraph. “In addition to these sites, Flagstaff has at least 20 riparian areas (stream channels dominated by native willows, box-elder maples, cottonwoods, native water-loving grasses and forbs) that have not been comprehensively mapped but are enjoyed by people and the native amphibians, reptiles, birds, and mammals that depend on these plants.”	"Recognizing the importance of water sources for wildlife, the City and AZGFD entered into an agreement to provide water for the I-40 wetlands, Picture Canyon, and Francis Short Pond."	7-4	Edit made, but used "the Region has riparian areas..." instead of "at least 20."
ON604	Bruce Edward Fox	Also to aquifers--this is extremely important here	"Watersheds are land areas that direct rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, bays, and the ocean."	7-4	Edit made.
L219	Equity Climate Advisory Group	Include aquifers in the discussion of water resources, ensuring comprehensive management and protection strategies.	Water	7-4	Added cross reference to Ch.9 where this is further discussed.
L43	Coconino NF	Page 7-4, Water - The bottom of this section discusses post-fire and snowmelt flooding, but makes no mention of the $90 million spent on post-fire efforts to reduce flooding, or the billions of dollars in estimated costs that could result from post-fire flooding in the Rio de Flag watershed.	Water	7-4	This is discussed in Ch.11, see pages 11-8 and 11-12.

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ON582	Ben Ruddell	The major water issues are post-wildfire flooding and also flooding of older parts of the city that were built in the floodplains. Both of these are EXTREMELY important for a regional plan to address and mitigate over the long term. I don't see them addressed here. These are two definitive land use plan issues. This plan spends a lot of time on much more trivial considerations. Where's the serious treatment of wildfire prevention and managed retreat from floodplains?	Water	7-4	Flooding is discussed in Ch.11, see page 11-12. A cross reference was added to this section.
ON645	Bruce Edward Fox	how so?	"The viewsheds associated with the San Francisco Peaks, Mt. Elden, and the National Monuments are important cultural centers for the Region and are a considerable asset to the quality of life for all"	7-6	Viewsheds are important to different people for different reasons, but it is something that we frequently hear from community members. For example, there are several comments on this plan draft that express the value of viewsheds in our community.
ON696	Valerie Piet	I appreciate this inclusion	"CDR encompasses a wide variety of technological and biological approaches, including direct air capture of CO2, carbon removal using plants or algae to capture carbon, soil carbon sequestration..."	7-7	Note that this section was moved to Ch.10.
ON606	Bruce Edward Fox	Also create conditions more favorable for non-native species	"Changing climate conditions can exacerbate the loss of plant species and their diversity within the Region's ecosystems"	7-7	Edit made.

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ON863	Erika Nowak	suggest changing this to: "efforts to eliminate priority invasive plants on city-owned lands, particularly in open spaces, rights-of-way, and developed parks, ..."	"However, efforts to eliminate priority invasive plants, such as Scotch thistle, Siberian elms, cheatgrass, and knapweed, would improve the Region's natural areas and mitigate the wildfire risks."	7-7	This language is limiting. It would not be effective to only eliminate invasive plants on city-owned land, though that may be easier to accomplish because of the local government control.
ON605	Bruce Edward Fox	DO change--no "may" about it!	"In all of these ecosystems, non-native plants may change the availability of food and elevate the fire risks to wildlife and humans."	7-7	Edit made.
CM227	Sustainability Commission	I think changes to RPO need to be looked into closely. When clearing out trees, it has to be for responsible dev. We can't just change the RPO for all development. I do not see specific language of changing it, but it does suggest that the RPO has contributed to fire risk, which is not always true.	"The City has a Resource Protection Overlay, last updated in 2011, that prioritizes floodplains, trees, and steep slope preservation..."	7-7	The specific directive to change the RPO is in the Ch.7 action items - "Update and refine..." At the community scale, the RPO has definitively contributed to fire risk, though there may be individual properties where this is not the case. The implementation of this action item is already being tested through the Forest Resource Pilot Program, with more information available on the City's website.

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ON874	Erika Nowak	this map is too broad to be useful in identifying smaller-scale local areas that are important for protection of smaller-bodied species, and those dependent on very local resources, e.g. seeps and springs. Previous versions of the regional plan relied on maps drawn by local species and habitat experts, e.g. those provided by the Wildlife and Open Spaces Study Group.	"The habitat linkages data provides a broad data source for identifying areas that may be important for migration and dispersal."	7-7	What is provided is the same data source used in the previous plan, which was also not useful in identifying smaller scale locations. The map will be updated when there is better data available. The map content was reviewed by the current experts at local federal and State agencies and all relevant up to date available data was requested.
ON418	Sat Best	add: Overlay requirements can be changed to allow for appropriate forest management. Any added density allowed by relaxing Overlay requirements should be for affordable housing.	"They have inadvertently increased wildfire risk because of the higher density of trees within neighborhoods by promoting a pattern of trees that is not consistent with the natural forest structure and pattern"	7-7	See the language of the action item in Ch.7. The implementation of this action item is already being tested through the Forest Resource Pilot Program, with more information available on the City's website.
ON607	Bruce Edward Fox	and to help reduce fire hazard	"They have inadvertently increased wildfire risk because of the higher density of trees within neighborhoods by promoting a pattern of trees that is not consistent with the natural forest structure and pattern"	7-7	This comment is unclear. A sentence was added on fire risk for properties adjacent to National Forest lands following the suggestion of the Coconino National Forest reviewer.

Comment ID	User name	Comment	Comment Location	Page	Response
L44	Coconino NF	Page 7-7, Land and Biodiversity - 3rd paragraph, after the sentence, “They have inadvertently increased wildfire risk because of the higher density of trees within neighborhoods by promoting a pattern of trees that is not consistent with the natural forest structure and pattern,” should add: “This is particularly problematic with private lands adjacent to National Forest System lands where higher tree densities exacerbate already elevated wildfire risk.”	"They have inadvertently increased wildfire risk because of the higher density of trees within neighborhoods by promoting a pattern of trees that is not consistent with the natural forest structure and pattern."	7-7	Added with adjustments.
ON865	Erika Nowak	is there data to back up this last statement? If so, as Sat Best says, rather than throwing out resource overlay protections altogether, they can be updated to include recommendations for tree densities. Other provisions of the resource overlays don't seem to be well-enforced, e.g. protecting rock outcrops or protecting viewsheds.	"They have inadvertently increased wildfire risk because of the higher density of trees within neighborhoods by promoting a pattern of trees that is not consistent with the natural forest structure and pattern."	7-7	This statement is best demonstrated by taking a tour of RPO properties with fire professionals. The Regional Plan Committee members went on this tour and it influenced their discussion of this section and the RPO action item. The other provisions of the RPO are enforced--viewsheds are not a resource protected by the RPO. The implementation of this action item is already being tested through the Forest Resource Pilot Program, with more information available on the City's website.
ON869	Erika Nowak	The AZGFD was not the only group involved in this effort. Previous versions of the regional plan (both county and city plans) had substantial input from local wildlife biologists, botanists, ecologists, and concerned local citizens, e.g. through the Wildlife and Open Spaces Study Group. Much of the open spaces language and resources identified as priority concerns resulted from discussions and recommendations made by this and similar groups, including Habitat Harmony, Inc.	Wildlife linkage areas in the County were identified during a multiagency effort in 2011 led by the Arizona Game and Fish Department"	7-7	The sentence merely says that AZGFD led the effort. Much of the language in the previous plan on significant natural resources was carried forward and appears in this draft.

Comment ID	User name	Comment	Comment Location	Page	Response
L88	Karen Enyedy	: I've no suggestions for edits to the first two sentences. They read great to me. However, could we consider editing the highlighted sentences with something along the lines of what I'm suggesting below: "While it may be unrealistic for natural areas within the Region to become totally free of non-native plants species, efforts to control the spread of any and all non-native plants supports healthy ecological diversity while fostering the native vegetative identity of our Region. Efforts to eradicate aggressively invasive non-native plants such as knapweeds, Scotch thistle, star thistle, and cheatgrass would also mitigate wildfire risks." Use of an analogy (4th sentence) may not be needed. Although no ideal analogy comes to my mind, use of an animal species in a paragraph about plants seems somewhat "off-base"; the particular one chosen—bears in Bushmaster Park—struck me as "silly".	"It is unrealistic and undesirable for the Region to become a fully wild area and retain all native species. Bears, for instance, would not be welcome in Bushmaster Park..."	7-7	This was added for readers who are not biologists, because charismatic megafauna are easier to imagine than plants.
L45	Coconino NF	Page 7-7, Carbon Storage and Carbon Dioxide Removal - May be helpful to mention that regular thinning and prescribed fire treatments that minimize mortality from future wildfire and drought are effective CDR techniques.	Carbon Storage and Carbon Dioxide Removal	7-7	Edit made. Note that this section was moved to Ch.10.
ON927	Val	Thank you for including this very important focus.	Carbon Storage and Carbon Dioxide Removal	7-7	Note that this section was moved to Ch.10.
ON928	Val	Thank you for including this very important action.	Carbon Storage and Carbon Dioxide Removal	7-7	Note that this section was moved to Ch.10.
L4	Elson Miles	Wish list - "Placement of historical markers around town to denote places of interest in the community, to include plaques, sculptures, pocket parks."	Cultural Resources	7-7	This would be part of the Historic Preservation Action Plan mentioned in the Ch.7 action items.
ON395	Alexander Shenkin	Noise greatly affects biodiversity, causing certain species to evacuate areas that are affected. Traffic noise is a hidden yet pervasive threat to biodiversity in Flagstaff, disrupting ecosystems in ways that may not be immediately visible but are deeply consequential. Research has shown that traffic noise can repel birds—key pollinators and seed dispersers—from habitats up to hundreds of meters away, effectively shrinking their usable environment and diminishing their populations (Francis & Barber, 2013; Shannon et al., 2016). For example, a once-thriving bird population along a quiet forest road might be reduced by over 25% simply due to chronic noise, leading to cascading effects that disrupt plant reproduction and insect control. Without addressing this invisible intrusion, Flagstaff risks degrading its natural ecosystems, compromising their ability to support wildlife and provide essential services for the community.	Land and Biodiversity	7-7	The City and County lack the authority to manage road noise unless we would like to start building sound barriers which would restrict views and connectivity.

Comment ID	User name	Comment	Comment Location	Page	Response
ON417	Sat Best	A well organized multi-jurisdictional effort such as an active San Francisco Peaks Weed Management Area is necessary to monitor and mitigate invasive plant infestations to preserve the biological health of the region.	Land and Biodiversity	7-7	See the revised version of the first high priority action item in Ch.7.
ON454	Kathy Flaccus	The Rio de Flag flows through and links almost every neighborhood of Flagstaff and the nearby rural neighborhoods of Fort Valley and Doney Park. The Rio de Flag, although it is ephemeral, provides wildlife habitat, riparian vegetation, water for shallow wells, and hosts much beloved areas of the FUTS system along the banks. The Rio de Flag should be protected and enhanced. Future developments that include the Rio de Flag should extend the FUTS system along the channel and enhance and protect the stream channel to convey floodwater, provide for wildlife habitat, and natural areas for people to enjoy.	Land and Biodiversity	7-7	In the revised Water section, there are a few sentences on the Rio de Flag, I-40 wetlands, Francis Short Pond, and riparian areas. Plans for extending the FUTS system are indicated on Map 4-5 in Ch.4. See also Ch.9 action items and page 11-15 on flooding.
ON926	Val	These non-natives are also invading Flagstaff neighborhoods. These areas also need to be managed, specifically by the homeowners. Education is needed!	Land and Biodiversity, reply to ON417	7-7	Education is outside the scope of the Regional Plan but there is an action item encouraging partnership on this issue.
ON610	Bruce Edward Fox	Excellent addition. Thank you	"Avoid and mitigate construction that impacts seeps and springs to prevent loss of spring habitat for wildlife and rare plants, and to prevent damage to buildings and infrastructure."	7-8	This guideline was removed as the implementation guideline category was deleted. See Best Practices for the Conservation of Significant Natural Resources in Ch.3.
ON647	Bruce Edward Fox	and to preserve the springs and seeps themselves	"Avoid and mitigate construction that impacts seeps and springs to prevent loss of spring habitat for wildlife and rare plants, and to prevent damage to buildings and infrastructure."	7-8	This guideline was removed as the implementation guideline category was deleted. See Best Practices for the Conservation of Significant Natural Resources in Ch.3.

Comment ID	User name	Comment	Comment Location	Page	Response
ON853	Paul Beier	add "prevent loss of riparian areas" I see Dr Fox made the same suggestion. I agree.	"Avoid and mitigate construction that impacts seeps and springs to prevent loss of spring habitat for wildlife and rare plants, and to prevent damage to buildings and infrastructure."	7-8	This guideline was removed as the implementation guideline category was deleted. See Best Practices for the Conservation of Significant Natural Resources in Ch.3. There is also a Ch.9 action item on riparian ecosystems.
ON871	Erika Nowak	add protection of remaining grassland/prairie fragments and rocky outcrops.	"Avoid and mitigate construction that impacts seeps and springs to prevent loss of spring habitat for wildlife and rare plants, and to prevent damage to buildings and infrastructure."	7-8	This guideline was removed as the implementation guideline category was deleted. See Best Practices for the Conservation of Significant Natural Resources in Ch.3, which include preserving natural topography and unique geology. Grasslands were not included except where they interact with rare plants. We do not have an effective means of preventing grassland development if we want to prioritize tree protection.
ON583	Ben Ruddell	The one thing the little city of Flagstaff can do to put a dent in GHG emissions is to invest in scaling up a modern economy of biomass utilization and forest management. This makes a bigger impact on GHG than all the other policies combined- and, it protects water and habitat and creates jobs and tax revenue- that is, it is self funding unlike most other GHG proposals that are unaffordable. This is a practical topic for a regional plan and should be emphasized. I see this mentioned here, which is good. But it isn't developed seriously or in detail. As the forest goes, so goes Flagstaff. Forests were the first big industry here. 4FRI is being held back by the lack of a local industry to implement it. How are we going to bring the forest products and forest management industry back to Flagstaff? A lumberyard is for wood, not beer... (or both, I guess?)	"CDR is a critical component of the City's Carbon Neutrality Plan, which relies on both reducing GHG emissions and removing CO2 from the air."	7-8	This section was moved to Ch.10. There is a Ch.10 action item and policy (CA.4) on CDR. Policies HE.3 and HE.4 both mention forestry as an industry that should be supported in the Region.

Comment ID	User name	Comment	Comment Location	Page	Response
ON648	Bruce Edward Fox	also on quality of wildlife habitat	"Coordinate invasive plant plans, programs, and resources with regional, state, tribal, and federal partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and County Fire Districts because of their impact on fire risk throughout the Region."	7-8	The language of this guideline became the revised version of the first Ch.7 high priority action item. The importance of native plans for quality habitat is discussed on p. 7-7 but this high priority action item is focused on fire risk.
ON931	Val	Thank you for bringing in (and mentioning) the Cooperative Extension. A fine source of education for Flag. citizens and recruiting volunteers.	"Coordinate invasive plants plans, programs, and resources with regional, state, tribal, and federal partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and County Fire Districts because of their impact on fire risk throughout the Region."	7-8	Note that this guideline became the revised version of the first Ch.7 high priority action item.

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ON396	Alexander Shenkin	In our lab at NAU - the Ecosystem Science and Innovation Lab - we are developing solutions that can contribute to emission reductions. For example, we are developing a passive cooling solution that will reduce reliance on traditional HVAC. The regional plan should encourage investment into local initiatives and ventures that can help solve our local and global problems.	"Developing a portfolio of CDR strategies to meet carbon neutrality goals will require multi-jurisdictional collaborations with local, regional, state, and federal partners."	7-8	These would be supported by the revised CA policies in Ch.3.Local proposals would be welcome and appropriate.
ON646	Bruce Edward Fox	Which have a high likelihood of increasing the cost of construction.....	"Evaluate development projects that request significant alternative standards (or increased densities/intensities that have the potential to impact dark skies outside of existing regulations) for additional measures that mitigate the impacts to light pollution."	7-8	This guideline was removed as the implementation guideline category was deleted.
L89	Karen Enyedy	any chance of it being appropriate to add Navajo Nation/tribal entities to bullet point above? I note that word “tribal” has made its way into the 9th bullet point.	"Foster the multi-jurisdictional collaboration with local, regional, state, and federal partners that will be required to implement CDR in and around Flagstaff on a landscape scale."	7-8	This guideline became an action item in Ch.10 and was revised to be more general - "Establish initiatives..."

Comment ID	User name	Comment	Comment Location	Page	Response
ON226	Ira Allen	Be aware that there's an ENORMOUS amount of grift in the CCS space. Also, if you have a "Carbon Neutrality Plan" based on unproven technomagic, you don't actually have a carbon neutrality plan. You have a carbon neutrality *hope*. We shouldn't be taking that hope seriously at all in our accounting except as regards proven CDR (mostly biomass, and even that is tricky for fire reasons).	"Other types of CDR initiatives rely on industrial processes to remove CO2 from the atmosphere and store it long term in materials such as low-carbon concrete, or inject it into geologic formations."	7-8	Long-range plans are written with the expectation that technology develops over time and proven solutions will emerge. Reducing emissions is an important piece of the Carbon Neutrality Plan and Regional Plan as well. Note that this CDR section was moved to Ch.10.
ON609	Bruce Edward Fox	better: forestry treatment IMPLEMENTATION	"Prioritize forestry treatment planning in areas with the most downstream flooding and wildfire impacts to human and natural environments, such as water sources, cultural resources, homes and businesses, threatened and endangered species, and critical infrastructure"	7-8	This guideline was removed, covered by RS.2 (formerly RS.4).
ON608	Bruce Edward Fox	such as...?	"The City and the larger Flagstaff community are currently supporting local CDR strategies and projects, including large-scale land-use and industrial processes."	7-8	The City has a website on CDR: https://gis.flagstaffaz.gov/portal/apps/sites/#/carbon-neutrality-plan/pages/carbon-dioxide-removal

Comment ID	User name	Comment	Comment Location	Page	Response
ON330	Michele James	Integrate landscaping-trees with fruit and shade provided. City-mandated growing space in developments? An amenity. Where is this? In county or Region?? murky. All agriculture stores carbon. Use the term "sustainable agriculture" rather than regenerative. Link CDR to thinning forests as well! Partnerships with agricultural producers and forestry too.	"This means that the Flagstaff community's GHG emissions must be reduced, and any remaining emissions must be offset by removing an equivalent amount of CO2 from the atmosphere, through CDR."	7-8	Foodscaping is addressed on p. 5-16. A sentence on forestry and fire treatments was added. "Regenerative" was kept because it also applies to ranching and regenerative ranching is defined in the glossary.
L90	Karen Enyedy	Could we add "including along open space trails" at the end? I continuously find (and remove when I'm able) aggressive non-native species on the sides of trails on Observatory Mesa (knapweeds, Scotch thistle, Dalmation toadflax, poison hemlock (hemlock noted so far only in one small riparian area), etc.	"Maintain native plant communities and soil conditions in utility and other rights of way such as road shoulders, drainage areas, FUTS segments, passive parks, and open spaces"	7-8	This guideline was removed, covered by RS.4 and RS.7 (formerly RS.6 and RS.9).
ON1247	Erica Rackley	The use of the term CDR in this section is strange; in most instances, the term "carbon sequestration" is more appropriate. CDR is most often used to refer to specific technologies, especially when using the capitalized form of the full term (Carbon Dioxide Removal). Whereas carbon sequestration describes the broader types of projects listed here like reforestation, storing carbon in rocks, enhancing ocean carbon storage, and sustainable agriculture.	Carbon Storage and Carbon Dioxide Removal	7-8	CDR and carbon storage are both defined in the glossary and both terms are used throughout this section. The language attempts to clarify that CDR processes involve carbon storage, and there are a range of strategies, though CDR is the term used in policies and in the Carbon Neutrality Plan.
L214	Equity Climate Advisory Group	Strengthen these implementation guidelines: "Address cultural competency in natural resource management through the implementation of Resource Stewardship and Resilience and Cultural Resources policies." and "Reach out to the City Office of Communications and Civic Engagement and the County Communications Department staff for advice, and consult with appropriate Councils and Commissions, to elevate the cultural competency of all work pertaining to natural and cultural resources." By ensuring cultural resource inventories are equitable by partnering with diverse cultural organizations and communities, can do this by adding Guideline: prioritize equipable representation in cultural and historic resource inventories through partnership with local cultural organizations.	Goal RS implementation guidelines	7-8	The first guideline was turned into an action item. The second guideline was removed, as the implementation guidelines were deleted.

Comment ID	User name	Comment	Comment Location	Page	Response
W52		add watersheds/fire	Goal RS implementation guidelines	7-8	The implementation guidelines were deleted.
CM2	Open Spaces Commission	"Better and more clearly identify and explain consequences of implementing different actions by acknowledging the conflicts of balance between achieving higher density and preserving accessible natural resources, including open space, access, and viewsheds"	PROS Chapter	8-	Added language on p. 8-2 on the benefits of parks and open space in creating equity and livability in neighborhoods.
CM3	Open Spaces Commission	"More clearly and strongly connect plan recommendations to potential effects on the private sector and the potential partnerships with respect to open space and access"	PROS Chapter	8-	This comment is a little unclear. Information on the benefits of parks and open space was added, but assessing the effects of the plan will be accomplished by the annual reports following adoption. There is an action item supporting public-private partnerships in Ch.8 and several other action items speak to partnerships more generally.
L11	Kathy Flaccus	"I didn't see any mention of public school and the lands they own and occupy. Did I miss that? In a perfect world there would be a partnership between the schools and City for parks, recreation, and facilities. How does this exist here?"	PROS Chapter	8-	There is an action item on public-private partnerships to provide outdoor environmental education and other activities.
L173	Elson Miles	Wish list - "Amenities - toilets and showers, to be installed under the Lone Tree overpass bridge, to accommodate the patrons of the future homeless shelter that the bridge will provide. Do this during the initial bridge construction, not as a promised afterthought (which rarely materializes!)."	PROS Chapter	8-	This is too detailed for the scope of the Regional Plan.

Comment ID	User name	Comment	Comment Location	Page	Response
L76	Heather Green	Overarching comment: The draft plan and its supporting documents provide background and context for much of the plan. The draft plan provides strategic guidance for infill, housing, and infrastructure given the backdrop of continued population growth and changing climate. Because of Flagstaff's high elevation location in the central part of Arizona we have the opportunity to look at the challenges facing our neighbors at lower elevations who already face burgeoning growth, increasing and prolonged heat, and decreasing water supplies. We can evaluate what some communities are doing and have done to mitigate (or not) urban heat effect and to mitigate the urbanization and hardening of watersheds. The urban heat effect affects our economy by increasing energy use for air conditioning etc. and by increasing water needs for landscaping, agriculture, and general cooling. It is aggravated by gravel landscaping used by many to reduce water use or mitigate fire risk but gravel absorbs heat and herbicides are often used to remove weeds which then degrade water quality and other resources. Other communities have experimented with different kinds of pavement and special coatings to reduce heat effects. The hardening of watersheds affects rain water and post-fire floodwater distribution, quantity, and quality which in turn affect properties, infrastructure and our economy. I don't think the draft plan goes far enough to address urbanization effects. It appropriately emphasizes and prioritizes designated open space and significant natural resources. But smaller areas of open lands and natural resources might not rise to the significant level and may be under valued… and their collective contribution might outweigh their size. For instance, some of the City's greenfield sites function as pocket parks in which there is soil to absorb precipitation and vegetation to cool the soil and surrounding areas. As an example, areas in Tucson have found degrees difference in areas with planted or native trees compared to areas without and moisture increases where even modest techniques to slow moisture movement on shallow slopes have been instituted. This can make a difference neighborhood by neighborhood. I think the draft plan should do more to emphasize water conservation and the role soil and vegetation plays, even in small areas and even on private land, in mitigating climate related threats, promoting carbon sequestration, and improving attractiveness.	PROS Chapter	8-	Added language on p. 8-2 stating that parks and open space provide nature-based infrastructure and can diffuse urban heat impacts. Policy DP.5 on nature-based infrastructure solutions was also added in Ch.3.
ON557	Jordan	I would like to see Flagstaff with more parks. We are behind compared to other communities . This should be a priority. Parks bring people together. We haven't built a new park basically since Fox Glenn. We are in need of new places. Particularly soccer fields. We have only two specific soccer fields at Foxglenn. This is the most under represented sport in the parks system. Yet probably the most impactful. Flagstaff Soccer Club hosts two very large tournaments which bring in lots money for the town. If we invest in our youth it will be paid forward. I would also like to see more multiuse trails that are ADA, and connect to the FUTS system. We have a hap-hazard approach to the trails currently. There's trails over there and over here. We need to connect them and provide safe transitions within the city. So in this regional plan…more parks with soccer fields and more trails!	PROS goals and policies/chapter	8-	The upcoming Master Plan effort will be critical in building a plan that can support additional resources for park acquisition. For planned urban trails, see Map 4-5 on page 4-37.

Comment ID	User name	Comment	Comment Location	Page	Response
ON530	Sara Sprague	& a more resilient community	"Community gardens support sustainable food systems ..."	8-1	Edit made.
ON531	Sara Sprague	Include "urban agriculture"	"Community gardens support sustainable food systems ..."	8-1	Edited the Gardens call out box to include agriculture.
ON1081	Zenya Ledermann	and/or community farms	"Community gardens support sustainable food systems ..." Reply to ON531	8-1	Edit made.
L217	Equity Climate Advisory Group	Include urban agriculture in the conversation with community gardens. Gardens and farms not only support a sustainable food system, they also create job opportunities, opportunities for [re]connection, can create alternatives in our food system to provide healthy food to people who may not otherwise have access, they provide a form of resilience.	Community gardens support sustainable food systems ...	8-1	Edited the Gardens call out box to include agriculture. The box includes a reference to Ch.5 for more.
ON1162	Nat	What does ‘Chapter Principles’ refer to when the following paragraphs address only current conditions?	Chapter Principles and Current Conditions	8-1	This was changed in each chapter to "Background."
ON1179	Nat	My post lost all the formatting so I will also send my notes directly.	Chapter Principles and Current Conditions	8-1	Thanks!
ON584	Ben Ruddell	Good job overall. More developed or paved trails in the outskirts of town would be a great amenity for cycling and are relatively affordable. The city lacks sufficient public sports facilities, so it’s good to see that a regional park is being considered for the south side of I-40.	Chapter Principles and Current Conditions	8-1	A regional trail plan map was added in Ch.4 (p. 4-38).
ON944	Val	Should mention be made of The Arboretum and the Rodgers Lake area?	Chapter Principles and Current Conditions	8-1	Rogers Lake is part of County Parks but added the Arboretum as a nonprofit green space.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1175b	Nat	[Suggested Rewrite] Current Conditions Flagstaff and the Greater Flagstaff area support County parks and natural areas, city parks, large and smaller open spaces, recreation centers and a major pedestrian and bike trail system. The surrounding National Forest, the Arizona Snowbowl plus County and City amenities support a wide variety of outdoor and indoor activities. The prescient Flagstaff Urban Trail System, FUTS, presently over 50 miles, connects many of these spaces and facilities. There are four City recreational centers, 30 existing City and County parks, over 3,000 acres of City-managed open space, and nearly 2,670 acres of County-managed open space. The Arizona National Scenic Trail traverses Flagstaff south to north as it skirts the San Fransico Peaks on its way to the Grand Canyon and the Arizona Utah border. Three nearby National Monuments broaden the cultural and recreational opportunities. The Flagstaff Aquaplex, Hal Jensen Recreation Center, Jay Lively Activity Center (ice rink), Joe C. Montoya Community and Senior Center are operated by the City. The Boys and Girls Club of Flagstaff (formerly Cogdill Community Center) and the Murdoch Community Center are leased for non-profit-run activity centers. Within the Greater Flagstaff area, the county manages 675 acres of parkland. Adjacent to the city limits, historic Fort Tuthill County Park is home to the County Fairgrounds which hosts more than 60 events annually including concerts at the 3600-capacity amphitheater, rodeos, horse and foot races, festivals, and more. Within the City limits through an agreement with the County natural Resource Conservation District, the County provides a facility to the non-profit Willow Bend Environmental Education Center at the Elizabeth ‘Liz” c. Archuleta County Park. Further out from the City, the county oversees the Rodgers Lake Natural Area. This blend of public and non-profit management strategies provides the community with valuable indoor and outdoor amenities that offer a diverse array of recreational, educational, health and educational services. Volunteers play and important part in sustaining opportunities to participate. As one example, community gardens on city owned land and even co-located with public housing provide both an educational and social opportunity to connect with land.	Chapter Principles and Current Conditions, see ON1175a	8-1	Added language on the role and benefits of trails, with links to maps in Ch.4 and further discussion in Ch.6.
ON1175a	Nat	This is a suggested rewrite of Current Conditions section including all the same information but hopefully more readable. It also identifies FUTS in name and raises it to a more balanced part of the current conditions. FUTS is not mentioned as such in Current Conditions. Wherein the transportation chapter 7, it is treated as a major transportation element. As the definitions describing bikeways and FUTS, bikeways are basically a transportation element where FUTS is a recreational element that also serves as a mixed ped/bike transportation element weather permitting.	Chapter Principles and Current Conditions, see ON1175b	8-1	Added language on the role and benefits of trails, with links to maps in Ch.4 and further discussion in Ch.6.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1181	Nat	Nice pictures but (It seems pictures here of a park or ball field with the Peaks in the background, a trail view, or an activity center would be more representative of Chapter 8's title Parks, Recreation, and Open Space).	Figure 8-1	8-1	Replaced with a photo of Cheshire Park.
ON1175c	Nat	It seems pictures here of a park or ball field with the Peaks in the background, a trail view, or an activity center would be more representative of Chapter 8's title Parks, Recreation, and Open Space.	Figures 8-1 and 8-2	8-1	Replaced with a photo of Cheshire Park.
ON1140	Laura Huenneke	Tried to add this comment earlier but seems to have disappeared (?). Very little mention of visitors and their use of recreational facilities in the region here in this chapter. What possibilities for funding these priorities might be linked to the high usage by visitors (or part-time residents)? What kind of education or outreach is appropriate to help visitors understand what they are seeing when they use these spaces and facilities, and to help them understand and mitigate their possible negative impacts? I know in the County planning group we have had discussions about how to help visitors understand both cultural and natural aspects of the landscape (so as to reduce the risk of accidental fires, just as one example).	PROS Chapter	8-1	This is outside the scope of the plan. For the city, this will be addressed in the upcoming PROSE Master Plan.
ON1080	Zenya Ledermann	When discussing food insecurity, we should really talk about the charitable and community organizations (FFFC, Murdoch Center, Foodlink, Terra BIRDS, etc.) that are addressing food insecurity through food distributions, resource assistance and navigation, education, and other programs that address large scale food insecurity and root causes	"Community gardens also support food security..."	8-2	This is discussed in Ch.5. The plan uses cross references to avoid duplicating information.
ON331	Michele James	The Izabel Community Garden may not be preserved. Check on this before including it as a good example because it may not be!	"Community gardens can also be co-located with public housing sites..."	8-2	Updated to the Hal Jenson Recreation Center Community Garden.
ON533	Sara Sprague	This project still has yet to come into fruition.	"Community gardens can also be co-located with public housing sites..."	8-2	The garden exists today and has moved locations to the Hal Jenson Recreation Center, still on Izabel St. The text was updated.
L218	Equity Climate Advisory Group	Need to take Izabel out, as this example is insufficient and seems to tokenize on something that never even came into fruition.	"Community gardens can also be co-located with public housing sites..."	8-2	The garden exists today and has moved locations to the Hal Jenson Recreation Center, still on Izabel St. The text was updated.

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ON532	Sara Sprague	Bummer that many farmers are not recognized who are doing this exact work and the example below demonstrates a community garden that was stripped away from the community with promises that still have not been met.	"They also transform park and vacant land..."	8-2	The garden exists today and has moved locations to the Hal Jenson Recreation Center, still on Izabel St. The text was updated.
ON236	Jen Hanks	Flagstaff should prioritize connectivity to these communities via safe and comfortable road cycling routes (in addition to trails). Road cycling should be promoted as a recreational activity that supports a healthy community AND Flagstaff's carbon neutrality goal; most cyclists ride from home.	"A FUTS extension to Kachina Village and access to the National Forest in Mountainaire are listed as specific priorities, as well as water access, preservation of open space, more community events for outdoor recreation, and natural/cultural or historical programs."	8-3	The infrastructure needed for road cycling is not located in parks and open spaces typically because they don't have roads through them. See Ch. 6 for discussion of bikeways.
ON621	Bruce Edward Fox	Agree	"A FUTS extension to Kachina Village and access to the National Forest in Mountainaire are listed as specific priorities, as well as water access, preservation of open space, more community events for outdoor recreation, and natural/cultural or historical programs."	8-3	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
CM101	Commission on Inclusion & Adaptive Living	“Future Parks…accessible new parks…accessible and inclusive recreation…”	"As the community grows, the need for new parks, designated open spaces, and recreation and event venues is an essential consideration."	8-3	Added "accessible and inclusive recreation…"
ON235	Jen Hanks	Direct/Convenient cycling connectivity between Bellemont and Flagstaff is needed. Connecting the existing frontage roads with a bike path could achieve this.	"In Bellemont, priorities include improved trail maintenance, ADA accessible parking at trailheads, trail wayfinding signage, an outdoor amphitheater for community events, and an urban trail system plan."	8-3	See the Coconino County Parks & Recreation Master Plan for more.
ON1049	Krista Ames-Cook	Where is an outdoor amphitheater planned in Bellemont?	"In Bellemont, priorities include improved trail maintenance, ADA accessible parking at trailheads, trail wayfinding signage, an outdoor amphitheater for community events, and an urban trail system plan."	8-3	This list identifies priorities and opportunities of the Master Plan, not necessarily projects that are currently in progress. Refer to County website for more on the status of implementation.
CM102	Commission on Inclusion & Adaptive Living	“Future Parks…providing disability inclusive access…”	"Providing access to parks, open spaces, trails, and green spaces of all kinds is an area of identified need."	8-3	No change, this sentence refers to access in a general sense. "Accessible and inclusive" was added to an earlier sentence.

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L28	ASLD (Rhonda Buss)	ASLD has partnered with the City on OS/trail discussions and would like to continue the discussion as the master plan is drafted to see how it may relate to STL.	"The County completed the Coconino Parks & Recreation Master Plan in 2019, and the City will soon be preparing to create a new master plan for parks, recreation, open spaces, and community events."	8-3	Per the meeting on 1/13/25, this is standard comment. PROSE has been advised that ASLD wants to be involved.
ON620	Bruce Edward Fox	WONDERFUL!!	"The Five-Year Capital Improvement Plan includes funding for girls' softball fields at the largely undeveloped Continental Park and a multipurpose field at Cheshire Park."	8-3	No change suggested.
ON653	Bruce Edward Fox	Good inclusion--maintenance is so important (if not particularly glamorous)	"They also examine how to improve the services that parks provide, and how the City and County can modify resources as recreational preferences change and as aging facilities need repair or replacement."	8-3	No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
L93	Karen Enyedy	I hope our City can be judicious and sparing of efforts to expand trails. I do understand the interest in establishing connectivity. I'd like to prioritize use of resources for: Controlling proliferation of non-native plant species along trails. These species establish readily in disturbed soil and trails are by their nature "disturbed soil areas." Wherever possible, I endorse efforts to block off the "social trails of convenience" that public foot and bike traffic causes, for the occurrence of control such is an ever-present maintenance need. I also favor directing resources to improvements that address safety and erosion control.	"Securing new open space, expanding trails, and acquiring park lands are vital to maintaining diverse recreational opportunities for residents and visitors alike, "	8-3	Ch.7 includes a high priority action item on invasive plant plans and programs.
L92	Karen Enyedy	just want to express my gratitude for the attention our City is giving to "purchasing additional open space	Future Parks and Open Space	8-3	No change suggested.
ON1188	Nat	Content the same in this section but a suggested rewrite for readability and flow. I raise the theme that the desire for parks, open space, trails and views has to be in balance with the desire for more and denser housing. This reality must be acknowledged in the general plan if the pan will have any consistency and continuity. Future Parks and Open Space As the community grows, the need and desire for new parks, designated open spaces, and recreation and event venues are an essential consideration. In planning, consideration and balances must be met between the need and desire for new housing and the same for future parks, open spaces, and recreational venues. Coconino County completed a Parks and Recreation Master Plan in 2019, and the City of Flagstaff will soon be creating a new master plan for parks, recreation, open spaces, and community events. These master plans identify opportunities and unmet community needs for recreational infrastructure, such as playing fields, purchase of additional open space, educational and cultural centers, and expanding trails and greenway connectivity. The plans also look at how services provided by parks can be improved, and how resources can be added or changed as recreational preferences change and as aging facilities need repair or replacement. The City is working to reimagine existing buildings and land within parks, or in areas with an identified park need, and pursuing opportunities to designate new community parks and expand access to existing parks and recreational opportunities. For example, the City is looking to repurpose he old fire station in Montalvo Park and the former fleet building in Thorpe Park a youth educational space and an Indigenous Community Cultural Center, respectively. The City is holding other land..... (no suggested changes for the paragraph)	Future Parks and Open Space	8-3	Added language on the role and benefits of trails, with links to maps in Ch.4 and further discussion in Ch.6.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1188	Nat	Continued: The growing trail system, FUTS, will need to provide trail connectivity to a network of old and new open spaces, parks, recreational centers, historic and cultural areas, and viewsheds. Providing access to these amenities, trails and green spaces of all kinds are an area of identified need. As the City grows, collaboration with the development community will be important in meeting these goals.	Future Parks and Open Space	8-3	Added language on the role and benefits of trails, with links to maps in Ch.4 and further discussion in Ch.6.
ON945	Val	The wildlife corridors identified in Chapter 7, Resource Stewardship and Resilience, are key locations for open space preservation. Areas of denser cultural resources and pre-Western settlement areas such as Elden Pueblo, Picture Canyon, and Walnut Canyon, encompass important resources that have been preserved by open space planning and acquisition. Securing new open space, expanding trails, and acquiring park lands are vital to maintaining diverse recreational opportunities for residents and visitors alike, as well as supporting public health and preserving the Region's invaluable natural and cultural resources.	Future Parks and Open Space	8-3	See the Urban Trails Plan (Map 4-5, p. 4-37) and the new Regional Trails Plan (Map 4-6, p. 4-38).
ON245	Aspen	(No suggested changes for final paragraph starting; In the 2019 Coconino County Parks & Recreation Master Plan.....	"Design the parking, access points, and entrances and exits of regional parks to support safe and well□organized, higher-impact recreational activities such as fairs, expos, rodeos, concerts, performances, farmer's markets, and tournaments."	8-4	Noise issues and event programming are outside of the scope of the Regional Plan, but the plan's TS, MT, and PK goals aim to address traffic and parking issues. Multimodal travel to parks and open space can reduce these impacts.
ON639	Bruce Edward Fox	Would this be more effective if the utility companies developed the tools?	"Develop appropriate tools to convert existing overhead utility lines in established viewsheds, parks, and open spaces to underground utilities."	8-4	This guideline was removed, covered by OS.1 (formerly PROS.1).

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ON946	Val	and put the lines underground!	"Develop appropriate tools to convert existing overhead utility lines in established viewsheds, parks, and open spaces to underground utilities." Reply to ON639	8-4	This guideline was removed, covered by OS.1 (formerly PROS.1).
ON845	Erika Nowak	It's also important to conserve wildlife habitat linkages between remaining grassland/prairie fragments, to the extent possible.	"While observing private property rights, preserve natural resources and prioritize the preservation of lands that help create a corridor of open space that supports the functionality of wildlife linkages along the Rio de Flag, its tributaries, and open spaces through and around the City."	8-4	This guideline was removed, covered by a Best Practice for the Conservation of Significant Natural Resources in Ch.3.
L48	Coconino NF	Pages 8-4, 8-5 Implementation Guidelines - Include direction to lower wildfire risk in open space and on trails by managing tree density and fuels.	Goal PROS Implementation Guidelines	8-4	This is covered by Policy RS.2 which will apply in parks and open space.
ON1142	Laura Huenneke	You might consider ways of enhancing or increasing the ecosystem services provided by open space, natural areas, and recreational areas. For example - using them to create firebreaks or buffers for extreme flooding/precip events; natural vegetation providing useful services (e.g. pollination) for agricultural efforts; using vegetation to provide cooling for neighborhoods as summer temperatures increase.	Goal PROS Implementation Guidelines	8-4	Added DP.5 on nature-based infrastructure solutions.
ON1143	Nat	Another Implementation bullet. Be alert for opportunities to work with developers in providing trail access adding to the system of connected small parks, open spaces, and other recreational sites.	Goal PROS Implementation Guidelines	8-4	This is covered by Policy MT.5.

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CM103	Commission on Inclusion & Adaptive Living	“Implementing staff should…design parking…to support safe, accessible, inclusive, …”	"Design the parking, access points, and entrances and exits of regional parks to support safe and well-organized, higher-impact recreational activities..."	8-5	This guideline became a guideline for the Parks and Open Space land use category in Ch.4. The PROS goal and policies were revised to better incorporate accessibility and cover this.
ON228	Dana	West side.	"Distribute community centers in a way that appropriately serves all neighborhoods."	8-5	This guideline was removed, but the location of new community centers is a topic that would be addressed in the City's upcoming PROSE Master Plan.
ON227	Dana	Regional park lake Mary. More active recreational infrastructure	"Ensure that regional parks and the nearby neighborhood parks have a balance of amenities that are appropriate to the park classification and context."	8-5	Lake Mary is surrounded by National Forest, so the recreational opportunities available there are determined by the USDA Forest Service. Note that this guideline became a guideline for the Parks and Open Space land use category in Ch.4 (p. 4-26).
ON624	Bruce Edward Fox	Which most probably will need to be offset by higher densities or result in higher prices for any housing created	"In greenfield sites and new developments, incentivize the creation of public parks and open space that fit the identified needs of the City and County master plans."	8-5	Higher density and cluster development to protect open space and natural/cultural resources aligns with this plan's goals and policies. Note that this became a guideline for the Parks and Open Space land use category on p. 4-26.
ON654	Bruce Edward Fox	Yes!	"Prioritize areas that require improvements to achieve a walk of 10 minutes or less to City parks and designated open space for City residents (City only)."	8-5	Note that this was revised to be a guideline for the Parks and Open Space land use category on p. 4-26.

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L29	ASLD (Rhonda Buss)	Please coordinate with ASLD should the Parks and Rec. Master Plan be updated.	"Use the Coconino County Parks and Recreation Master Plan or updates to it to guide implementation and improvements of County parks."	8-5	PROSE staff has been made aware of this request.
CM104	Commission on Inclusion & Adaptive Living	“Implementing staff should ADD>>Provide opportunities for adaptive and therapeutic recreation”	Goal PROS - Implementation Guideline	8-5	Recreation programming is outside the scope of the Regional Plan.
CM105	Commission on Inclusion & Adaptive Living	“Implementing staff should ADD>> Ensure maximum accessibility to city health and recreation sites through facilitation of hours of site operation."	Goal PROS - Implementation Guideline	8-5	This is outside the scope of the Regional Plan.
ON843	Erika Nowak	The use of an image of Wuptaki NM in a City of Flagstaff planning document seems odd- this federally protected open space is nowhere near city limits. Walnut Canyon National Monument would be a more reasonable choice.	Photo on 8-5	8-5	This photo was removed. It is not that far from the boundary of the Region.
ON585	Ben Ruddell	We have a significant funding gap (or is is prioritization?) for maintenance and rules enforcement in the existing city parks. This is a big problem. If you can’t take care of an existing park’s bathrooms and keep the park picked up and safe for families and children, why contemplate putting money into more parks? Fix what you have first. Please address this in the plan.	"Consider pursuing a County and/or City bond or finance mechanism to fund park, recreation, and open space initiatives, operations, and maintenance."	8-6	As a land-use plan, the Regional Plan is more focused on planning for future parks than maintenance, which is more of a programmatic matter.
CM106	Commission on Inclusion & Adaptive Living	“Fund…therapeutic and adaptive recreation, and…”	"Consider pursuing a County and/or City bond or finance mechanism to fund park, recreation, and open space initiatives, operations, and maintenance."	8-6	Recreation programming is outside the scope of the Regional Plan.

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ON969	KB	Agree that the parks need more funding for operations and maintenance. Trash, feces, inebriated folks, people sleeping out. Not a place you'd feel comfortable sending a kid to play ball on their own.	"Consider pursuing a County and/or City bond or finance mechanism to fund park, recreation, and open space initiatives, operations, and maintenance."	8-6	People sleeping in parks also has a connect to the Region's lack of affordable housing, which this plan aims to address.
CM107	Commission on Inclusion & Adaptive Living	“Partner…new active accessible and inclusive recreational facilities…and therapeutic and adaptive recreation programs…”	"Create partnerships for construction of new active recreational facilities and seek grant funding to leverage local public funds."	8-6	Accessible and inclusive recreation is supported by the PROS goal and policies. Recreation programming is outside the scope of the Regional Plan.
ON1146	Nat	ASLD, spell it out	"Engage with ASLD to create opportunities for future development and open space preservation, with a particular emphasis on the JLUS findings."	8-6	Edit made.
ON626	Bruce Edward Fox	yes.	"Leverage available funding to negotiate for the purchase of greenfield lands for parks, open space, and trails in the JW Powell Boulevard extension area."	8-6	No change suggested.
ON655	Bruce Edward Fox	Yes. This i s important both for potential open space acquisition and to help meet housing needs	"Support changes to state law that provide greater involvement and management by local and county government in the disposition of State Lands."	8-6	No change suggested.

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ON1150	Nat	This should be ongoing, continuing. Maybe continuing should be another category.	"Support opportunities for public-private partnerships for parks and open spaces to provide equitable outdoor environmental education, STEM activities, and public health education and activities for the Region."	8-6	Edit made.
ON948	Val	,community gardens, (add)	"Support opportunities for public-private partnerships for parks and open spaces to provide equitable outdoor environmental education, STEM activities, and public health education and activates for the Region."	8-6	As stated, community gardens are often part of parks and open space. Where they occur is within the scope of the Master Plan and too detailed for the Regional Plan.
ON921	John	It's taken over 6 years since the greater observatory mesa trail plan was introduced to finally land on a 3rd draft for a plan. We understand that the public process can take time but how can the community trust that this work will actually be accomplished?	"Work jointly and independently to identify key parcels of land and priorities to acquire for open space based on criteria established in the Regional Plan and by the appropriate Commissions at the City and County."	8-6	Not every proposal in the Regional Plan will get accomplished and some projects do take a long time. It is still valuable to identify them. The city's forthcoming PROSE Master Plan will offer a more specific path forward, but the Regional Plan is high-level.
CM5	Open Spaces Commission	"Policy PROS 4&5: the Action Items do not address how we will get new parks and open space set aside, gifted, required, or purchased during the early development plans of a greenfield site. Without such a policy, we are too late. The plan should address how this will be achieved."	PROS Action Items	8-6	The Master Plan will address this. Addressing it in the Regional Plan would not be a commitment and could become outdated if the master plan brings back different ideas for funding.

Comment ID	User name	Comment	Comment Location	Page	Response
L94	Karen Enyedy	I deeply appreciate nearly all of these items: "...bond or finance mechanism to fund....open space initiatives" "...Engage with ASLD t create opportunities..." "Update the City's Parks, Recreation, Open Space and Events Master Plan" "Create partnerships...and seek grant funding..." "Maintain up-to-date GIS-based inventory...." "Support opportunities for public-private partnerships....to provide equitable outdoor environmental education..." "Support changes to state law that provide..."	PROS Action Items	8-6	No change suggested.
ON1158	Nat	Partner with developers at the initial planning and zone changing process. We may be surprised what opportunities may arise in such collaboration up front rather than after plans are made.	PROS Action Items	8-6	See the new and revised Guidelines for All Land Use Categories (p. 4-14) and Parks and Open Space guidelines (4-26).
ON949	Val	Partner with local organizations for support (volunteer and monetary).	PROS Action Items	8-6	There is already an action item on public-private partnerships.
L193	Heather Green	From a water use standpoint, I think the approval of new developments or requests for water including reclaimed water should be done when the water is available currently and there is reasonable assurance for availability into the future and not betting on the come. In the event that climate change or population growth exceed predictions, the City should hedge its bets on permitting or supporting water demands to assure a sustainable supply into the future.	Water Chapter	9-	The City maintains a 100-year water supply designation and plans for future demand. See the Water Demand section on p. 9-7.
ON866	Paul Beier	I read the last 2 sentences in this parag ("A significant portion.... corrode the pipes") 3 times and got lost each time. Maybe I'm just failing to understand clear text. Just think about how you might make it clearer.	"A significant portion of the water saved through the measures in this plan occurs outdoors, which is beneficial for the municipal wastewater collection system since indoor water conservation can reduce velocities in the system, which is gravity fed. Slower flows can cause areas of the system to stagnate and corrode the pipes."	9-10	Split this into two sentences for clarity.

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ON1111	Val	"recommends" is not a strong enough word.	"The Water Conservation Strategic Plan recommends strengthening codes that encourage passive rainwater absorption in future development."	9-10	This verb accurately reflects the document cited.
ON1110	Val	Every home and business, old, new, future, in Flagstaff should be harvesting rainwater.	Water Conservation	9-10	The City has conducted an evaluation of rainwater harvesting that does not confirm the hypothesis that it is an effect conservation technique we are overlooking. New Policy DP.5 allows nature based infrastructure and rainwater harvesting would fall in the category of nature based solutions under that policy.
ON1221	Val	Is it safe to encourage grey water usage to the public in certain locations, by that I mean single residences rather than multiple housing units.	Water Conservation	9-10	Graywater is not encouraged in homes and businesses connected to the City's sewer system because it slows velocity of solids in the sewer and reduces reclaimed water availability.

Comment ID	User name	Comment	Comment Location	Page	Response
ON586	Ben Ruddell	In general, Flagstaff's water management is first-class, and its long term plans are well developed. However, one major water conservation option is not being take seriously: rainwater harvesting. It is mentioned here in the plan, but we aren't actually doing much of it, nor requiring it. We should plan to require it. When paired with new-development standards that disallow non-functional irrigated landscaping and irrigation systems (in favor of native plants fed by rain harvesting), we could save over a third of our water use and avoid hundreds of millions of dollars in taxes and borrowing for water supply in coming decades. As a side benefit, this policy will benefit many other environmental and cultural priorities, and (slightly) save money on development of new housing. It doesn't cost taxpayers money, and saves a LOT of taxpayer money. It's an obvious win for environment, sustainability, affordability, and finance. Why have our elected leaders been unwilling to ban nonfunctional outdoor water use and require rainwater harvesting? Please address this in the regional plan (and in forthcoming revisions to the water conservation plan).	Water Conservation	9-10	The City has conducted an evaluation of rainwater harvesting that does not confirm the hypothesis that it is an effect conservation technique we are overlooking. New Policy DP.5 allows nature based infrastructure and rainwater harvesting would fall in the category of nature based solutions under that policy.
L19	Susie Smith	"The COF Regional Plan 2045 for water resources outlined in Chapter 9 emphasizes costly waste water treatment solutions and falls short on serious commitment to water conservation measures." "The measures identified in the COF Water Conservation Strategic Plan are critical to mediating the City's future water needs. Residential to industrial scale rain collection and storage systems is a practical and cost-effective infrastructure investment for irrigation systems and, if designed to anticipate evolving technologies and state agency protocols, could meet in part to all of potable domestic water needs. There are numerous studies and examples of the efficiency and efficacy of low cost (relative to water treatment plants) rain collection systems (see Brad Lancaster's books, Rainwater Harvesting for Drylands and Beyond). Water from collection systems would be the best quality compared to treated/reclaimed waste water with its load of pharmaceutical and other micro-contaminants. Treating waste water to a standard of drinking water quality will require significant investment in facilities, staff, and maintenance compared to the low energy requirements of local water collection. Building codes should require rain water collection systems and low-water landscaping and exclude high water-use construction, for example private swimming pools. Increasing public awareness and education about water conservation should be a priority action goal. Additional and continuing current incentives for local and regional water conservation practices should be incorporated into planning budgets."	"The 2020 Water Conservation Strategic Plan recommend strengthening codes that encourage passive rainwater absorption in future development" / "Implement the recommended tools and techniques from the Water Conservation Strategic Plan in City projects and updates to City Code."	9-10 and 9-12	The City has conducted an evaluation of rainwater harvesting that does not confirm the hypothesis that it is an effect conservation technique we are overlooking. New Policy DP.5 allows nature based infrastructure and rainwater harvesting would fall in the category of nature based solutions under that policy.
ON1115	Val	Where? Are residents/ businesses aware of this?	"In addition to traditional stormwater systems, low impact design (LID) approaches are implemented to manage rainfall runoff at the source..."	9-11	Yes. It is a requirement of all new development and redevelopment that is applied during the review and permitting process.

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ON1112	Val	If anyplace needs retrofits it is in the schools. Leaks EVERYWHERE, and rarely can you find hot water.	Figure 9-5	9-11	Schools are outside the jurisdiction of this plan.
ON1113	Val	This is important, but is it in the building code that ALL new buildings/houses/ etc. be required to have high efficiency toilets, faucets, etc.	Figure 9-5	9-11	That is currently required by the City and County when a permit is pulled.
ON379	Marilyn	Why is the expansion of the Urban Growth Boundary being discussed in the water implementation section? The expansion of the boundary is only a water issue in so far as whether we have enough water to accommodate growth. This should not be here.	"Consider expansion of the urban growth boundary in support of economic recruitment and retention, and the creation of affordable housing opportunities (City only)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was deleted.
ON380	Marilyn	The purpose of the Urban Growth Boundary is to limit growth to an area for many reasons, not just for protecting our water supply. Withholding the ability of property owners to get water connections is one of the major ways we limit that growth. Allowing water connections outside of the Urban Growth Boundary defeats the purpose of having a boundary. This proposal should be removed.	"Consider expansion of the urban growth boundary in support of economic recruitment and retention, and the creation of affordable housing opportunities (City only)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was deleted.
ON661	Celia Barotz	I understand this implementation guideline is actually tied to Water Resource Management policy WR.4 on page 3-17, which says that sustainable and reliable water and sewer services will be provided within the urban growth boundary. This policy says nothing about giving council discretion to provide water and sewer outside the urban growth boundary so putting these guidelines doesn't seem very transparent. I do not support this for several reasons, including that giving council the authority to provide water and service outside the UGB on a case by case basis contravene the whole concept of density and trying to stem sprawl for many good reasons.	"Consider expansion of the urban growth boundary in support of economic recruitment and retention, and the creation of affordable housing opportunities (City only)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was deleted.

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ON743	Mary	I think this consideration should be removed. We should not be expanding beyond the urban growth boundary.	"Consider expansion of the urban growth boundary in support of economic recruitment and retention, and the creation of affordable housing opportunities (City only)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was deleted.
ON1190	Sandra	Extending the urban growth boundary has huge implications for the development of the City and the use of its resources. It is surprising and disturbing to read this proposal for consideration.	"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)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was edited accordingly, see updated version on p. 4-14.
ON1255	Paul Moore	The analysis that would allow extending services should be based on much more consideration than this.	"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)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was edited accordingly, see updated version on p. 4-14.

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ON662	Celia Barotz	I do not support this implementation guideline, which is really a policy. I feel as if this 'guideline' and the one above should have been included in the water resource management policy section in the interest of transparency so the public really understands that this would be a very significant change from the current plan.	"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)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was edited accordingly, see updated version on p. 4-14.
ON1119	Val	I worry about these regulations being lowered in the future, or not available at all. Can Flagstaff have a scientific team that works on this, for our protection?	"Expand water reuse infrastructure to include advanced water treatment as necessary to comply with state and federal regulations."	9-12	Yes, the City has a lab that monitors water quality. Note that this guideline was removed and is covered by new policy WR.6.
L136	Friends of Flagstaff's Future	It is our understanding that the RP 2045 Committee gave direction to staff to include a change in policy in the draft that would allow the Flagstaff City Council to provide water and sewer service outside the urban growth boundary. However, in the draft plan WR.4 maintains the policy that is currently in place: “Provide sustainable and reliable water and sewer services within the urban growth boundary.” We did not see any new policy language in the proposed goals and policies chapter although the Implementation Guidelines (page 9-12) contain policies related to providing water service outside the urban growth boundary. Such a major shift in policy belongs in the goals and policies chapter. We are opposed to providing water outside of the UGB, if that is the intention of this plan. Such a policy conflicts with the major policy of preventing sprawl and increasing density throughout the city.	"Extend water and sewer services to properties within the urban growth boundary but outside the City limits within annexation approval or a pre-annexation agreement (City only)."	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment. This guideline was removed.
ON1118	Val	NICE!!	"Take measures to make utility facilities energy efficient and reduce GHG."	9-12	This guideline was removed, covered by CA.2 and a Ch.10 action item.

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ON1157	Laura Huenneke	I appreciate the attention to climate change impacts in this chapter, and the several recommendations below that pertain to climate change adaptation, resilience, and mitigation (through attending to GHG emissions).	Water Resource Management Implementation Guidelines	9-12	Note that the implementation guideline category was deleted. Some of these guidelines became policies or land use category guidelines.
CM228	Sustainability Commission	Need more about this in goals and policies, there is nothing addressing outside UGB in there.	WR.a implementation guidelines	9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment.
L137	Friends of Flagstaff's Future	Clarify the plan's position on providing water to locations outside the urban growth boundary.		9-12	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment.
ON1191	Sandra	What is meant by "optimizing" activities related to the infrastructure required to support Red Gap Ranch? That is an incredibly extensive infrastructure project, different from the other items listed in this section. It needs to be given separate explanation as to "action" and "plan."	"Continue to optimize existing water resource options and water conservation activities for the City into the future, including expanding the capacity for future water supplies such as, but not limited to, Advanced Water Purification, direct and indirect aquifer storage, expansion of the reclamation system, and a pipeline easement for Red Gap Ranch."	9-13	This action item was revised.

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ON1160	Laura Huenneke	As I understand it, state and federal guidelines are not staying current with the changes in flood frequency and severity. (For example - there might be a requirement to plan for 1-in-100 year storms, but no recognition that in fact storms of this magnitude are now occurring at much greater frequency than once in a century.) I would like to see the city and county be much more proactive and aspire to use the latest and best models of future storm frequency and intensity, rather than lagging as FEMA or other established guidelines do.	"Follow local, state, and federal guidelines for drainage design, stormwater code, and surface water science to reduce flood risk to infrastructure, structures, and public health."	9-13	This guideline was removed. The impact of climate change is discussed on p. 11-12 and the City's Stormwater Strategic Plan is another document that addresses increasing flood risk.
ON850	Erika Nowak	how about monitoring and improving ecosystem health to protect water resources for wildlife and seep/spring habitats within city limits?	"Monitor and improve ecosystem health and services in watersheds that serve the Region to protect the water quality of existing and future water resources and dependent riparian ecosystems."	9-13	This is discussed in Ch.7. Note that this guideline became an action item.
L49	Coconino NF	Page 9-13, Implementing Department Staff should: - Monitor and improve ecosystem services in watersheds that serve the Region and to protect the quality of existing and future water resources and dependent riparian ecosystems. - Not sure what this means, maybe be more specific as to what ecosystem services are included.	"Monitor and improve ecosystem services in watersheds that serve the Region and to protect the quality of existing and future water resources and dependent riparian ecosystems"	9-13	Ecosystem services is defined in the glossary. Policy WQ.2 incorporates this into water quality decision-making.
ON1124	Val	Nice work here!	Water Resource Management Action Items	9-14	Thanks!

Comment ID	User name	Comment	Comment Location	Page	Response
L20	Susie Smith	"Figure 9-3. Potable Water Sources.... Displays the percentages of the different water sources developed by the City of Flagstaff. I was struck by the minimal contribution from springs and wells on the peaks – 2% for springs and 1% for shallow wells in perched aquifers. And water production from the inner basin is decreasing due to drought and reduced snow pack. What is the annual cost of maintaining and repairing this water system and pipeline and does it make sense to continue? Throughout the 2045 Plan, there are references, discussion, and guidelines directed to sustaining local ecosystems and the natural environments in our landscape as well as the economic benefits from tourists who come to Flagstaff for the stunning landscape. This language often reads as token phrases to an ideal that will always be sacrificed to development. The Peaks are sacred to Indian cultures, valued and revered by Flagstaff City and Arizona residents, and are an attraction and destination for tourists who significantly support the Flagstaff economy. What would it be like to see revitalized springs and wetland meadows on the Peaks? Such a conservation action would have immeasurable environmental benefits in the restoration of riparian pockets and for wildlife. The broader topic is to protect the San Francisco Peaks from encroaching development and impacts from the intense recreational use already happening. It should be a regional park and wilderness."	"City of Flagstaff Water Sources"	9-4	Despite the small contribution to overall supply, it is important to maintain the Inner Basin wells for redundancy in the system. The city and county do not have jurisdiction over National Forest land and cannot influence these decisions in the manner suggested by the Regional Plan.
ON862	Paul Beier	On this page or the previous page, add this: “As of 2024, humans do not have a complete list of PFAS, nor have we determined safety thresholds, nor have we developed reliable tests.” I do not mean this as a criticism of the City. But because the Regional Plan 2045 will be a key document for the next 15 years, we want future readers to appreciate what we didn’t know back in 2024.	City of Flagstaff Water Sources	9-6	The paragraph states that the EPA lists change over time and that it is essential for the City to stay informed.
ON747	Stephen Puhr	It would be helpful to residents to understand the implications of the Plan's proposed DUAC better by providing the area's current DUAC. The City of Flagstaff's 100 year water designation was do for an update last year, 2023?, was it filed and what has the state of Arizona done? Figure 9-4 states a projected population growth of 1.4%, which is 50% faster than the annual population growth from 2010 to 2020 for Flagstaff, how is this population growth reversing a forty year trend of slower population growth for Flagstaff? It is not, in November 2023, the Council sought the advice of Danny Court, Economist. He noted based on the State of Arizona's database, which is the same source for the Regional Plan 2045, that Flagstaff population growth is expected to average 0.7% annually to 2040, at which time Flagstaff's population is expected to decline every year into the future. So the Regional Plan proposes two population projections, 95,000 for 2045 and 112,900 for 2048, while Danny Court's projections for 2045 are closer to 85,000. Pick the most likely outcome with the highest likelihood of occurring not two significantly different numbers.	Figure 9-4	9-7	Flagstaff's DADE requires annual reporting until 2033 (or once we trigger the 20-year water demand number). Different projections are used for land-use planning versus planning for water supply, because those projections serve different purposes. For water supply, we don't plan water for a middle population per se - we plan for a volume of water per acre or per density. How quickly we grow into the supply is not relevant in all instances and we certainly do not want to under estimate the timing.

Comment ID	User name	Comment	Comment Location	Page	Response
ON1148	Laura Huenneke	You might describe current and historical per-capita consumption in Flagstaff relative to other state or regional consumption patterns - just to give context to understanding what degree of flexibility remains in adjusting consumption to match supply.	Water Demand for the City of Flagstaff Water Services	9-7	The Regional Plan is focused on local statistics for water. The information you requested is available online but has not been updated since 2019 and therefore cannot be compared to the same period of time for which we have data. https://www.arizonafuture.org/progress-meters/natural-resources/water-use/
ON977	David	Somewhere in this Chapter there needs to be comments on the cost of bringing Red Gap well water up 3,000feet in elevation and the cost of making this water drinkable (high solute load).	Water Demand for the City of Flagstaff Water Services	9-7	Per the ASRS, the Regional Plan lists water resources available across the region; the forum to address project costs is with each utility. Available water includes all water that the community has a right to use.
ON660	Celia Barotz	Could you define what an acre/foot of water is so people have some context?	"2,969 acre-feet of water at 'build out' of each community"	9-8	This information is readily available via any search engine.
ON849	Erika Nowak	water sources, including those produced/maintained with reclaimed water, are critical for wildlife survival within city limits.	"The Kachina Village Wetlands, City of Flagstaff I-40 Wetlands, and Picture Canyon are examples of areas where treated wastewater is released...."	9-8	Added wildlife to the sentence.

Comment ID	User name	Comment	Comment Location	Page	Response
ON587	Ben Ruddell	It isn't clear to me that the City of Flagstaff should plan to extend water service to low-density areas of the County. The cost of this infrastructure to Flagstaff taxpayers (tens or hundreds of millions of dollars, plus the added emissions and traffic problems of urban sprawl) is dramatically higher than the benefits (miniscule service fees from a small number of residential customers. This is a political decision, and one that needs to be addressed transparently. The plan should not imply or assume that water service will be extended outside the city limits. If this is brought up at all, the plan should explicitly address the problems involved in extending water services, including the fact that providing legally compliant potable water service is becoming too expensive for small communities so they are now seeking to connect with city systems that benefit from greater economies of scale. This needs to be done fairly, and not at a loss to the taxpayers in the larger city (Flagstaff in this case). In my view, it would be best for Flagstaff and especially for the goals of this plan if the surrounding areas never undergo substantial development and remain rural. Water service is a big part of development and thus of regional planning. Please address this in the plan.	Water Sources and Demand for Unincorporated Areas of the County	9-8	The City decided to revise the plan to hold that provision of water services outside the UGB requires a major plan amendment.
CM38	Bicycle Advisory Committee	BAC members suggested that key Regional Plan metric 6, "summary of bicycle, pedestrian, and transit improvements constructed or implemented," be complemented by data collection and data assessment regarding use of both new and existing bicycle and pedestrian infrastructure, as noted above.	Appendix A: Annual Reporting	A-1	If this data is available, it could be summarized on a high level, but this type of data would be better analyzed in a standalone report.
L50	Coconino NF	Page A-10 - Add site-specific fuels reduction efforts that decrease wildfire risk to key infrastructure.	"In coordination with wildland fire and forestry partners, continue to support and implement the Flagstaff Watershed Protection Project (FWPP)....	A-10	Added "to... protect water resources and infrastructure."
CM229	Sustainability Commission	I want the one about affordable housing to also include the CNP...Currently includes Regional Plan, the Ten-Year Housing Plan, and the LASSCAP but nothing about sustainable building practices. I think this can be applied on a lot of the action items.	"Update the City's affordable housing incentive policy to implement the goals and policies of the Regional Plan, the Ten-Year Housing Plan, and the LASS-CAP recommendations."	A-3	There are separate sustainability incentives. This is only about housing incentives.

Comment ID	User name	Comment	Comment Location	Page	Response
CM108	Commission on Inclusion & Adaptive Living	“Accessible/accessibility: The ability of all people to reach essential services, amenities and locations within a community. ADA Accessibility (and compliance) refers to the Americans with Disabilities Act which sets legal standards for accessible design, detailing what is legally required for a building, facility, road, etc. to be physically accessible to people with disabilities. In construction and transportation contexts, ADA access/accessibility refers to access for people of all abilities.	Glossary	G-	Definition was updated.
CM109	Commission on Inclusion & Adaptive Living	Inclusion/Inclusive: Providing equal and integrated access to opportunities and resources for people who might otherwise be excluded or marginalized, such as those who have physical or intellectual disabilities and members of other historically disadvantaged groups.	Glossary	G-	Definition added.
CM150	Sustainability Commission	Include the City’s definition of equity, which can be found in the CNP. Equity needs to be explicitly defined, although it is implied when talking about housing affordability, mitigating displacement, and transportation costs.	Glossary	G-	Definition added.
CM39	Bicycle Advisory Committee	BAC members suggested that it may be beneficial to add legal or policy-specific definitions for “pedestrians” and “bicyclists” in addition to “micromobility.” This could help clarify what kinds of assistive devices (e.g. wheelchairs) or micromobility devices are taken into account when designing for pedestrians versus bicyclists. There are existing legal definitions in the Arizona Revised Statutes regarding what devices are considered bicycles or pedestrians germane to this plan, but these may need to be enhanced for the Regional Plan. For example, ARS includes rules for electric stand-up scooters and e-bikes but not other devices such as hoverboards.	Glossary	G-	The ARS definition of pedestrian was added. Micromobility was already defined.
CM7	Open Spaces Commission	"Shorten and reduce jargon. a. The document is very long and difficult to read. b. Better define key terms used in the plan, such as 'significant' and 'greenfield.'"	Glossary	G-	The glossary was updated based on comments and reviews, and glossary links were added throughout the document. Readability edits were made throughout the plan in response to comments.
L95	Karen Enyedy	Consider adding word “Blackwater” to the “B” section – find a standard industry-wide definition.	Glossary	G-	This was not added because this word does not appear in the document.
L96	Karen Enyedy	Ecosystem – Science is making great strides in understanding the role of fungi. Fungi are not microbes, thus fungi are missing in the current list of living organisms. Consider this tweak: “….organisms (animals, plants, fungi, and microbes).	Glossary	G-	Edit made.
L97	Karen Enyedy	Ecosystem Services—consider this addition: The direct and indirect benefits that ecosystems provide humans and all other life forms.	Glossary	G-	Edit made.

Comment ID	User name	Comment	Comment Location	Page	Response
L98	Karen Enyedy	Graywater – consider slight change:"…which has not come into contact with blackwater ("toilet waste").	Glossary	G-	No Change. Several comments on the plan request a simpler document with less unfamiliar terminology and this word is not the most commonly used for this term.
L99	Karen Enyedy	Open Space – Consider " . . . and provide opportunities for low impact recreation that does not introduce motor noise to the environment nor require construction of facilities. As someone who worked for over a decade on grassroots efforts to acquire Picture Canyon and who frequently removes trash and controls/removes non-native plant species on open spaces, I am opposed to having their natural qualities, wildlife priorities, and general tranquility disturbed by EV bikes and high-speed mountain bikes. I think we do need porta-johns at some entrances so it may be wise to add "construction of" for clarity.	Glossary	G-	No change, because the open space definition is intended to be consistent with other City planning documents and this change would make it inconsistent.
W55		Cross reference with legal defitions, describe what to do when there are conflicts	Glossary	G-	Added legal definitions when applicable.
W56		Define inclusive	Glossary	G-	Definition added.
W57		Define layered network	Glossary	G-	Definition added.
W58		Define midrise 3-10 stories	Glossary	G-	Definition added.
W59		Define active and passive recreation, including pedestrian and bicycle	Glossary	G-	Definitions added.
W70	F3	The UGB changes need more guardrails, a narrative and a definition in the glossary	Glossary	G-	Definition added.
ON329	Michele James	Need to define regenerative ranching. Can this be implemented on leased public land? Okay in text but include definitions.	"Larger landscape-scale initiatives – such as regenerative agriculture and ranching, urban forestry, and rehabilitation of riparian and degraded lands – remove CO2 from the atmosphere and store it in plants and soils." from 7-8	G-	Definition added.

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ON664	Kim	This is very hard to get to. 1. Make it easier. It needs to be aaccessible through the search bar at the bottom of the page. It is not even listed there. 2. take key terms that readers will need for each chapter and put them toward the beginning in a side bar type format. For example, the housing terms are critical for chapter 4.	Glossary	G-1	Glossary links have been added throughout the document to improve navigation.
ON1082	Zenya Ledermann	Food apartheid should be added here and used throughout the document. A good definition is "'Food apartheid' emphasizes the deliberate and systemic inequalities in food access, which are often rooted in historical injustices such as redlining, segregation and discriminatory economic policies...It highlights how specific communities, particularly those inhabited by people of color and low-income residents, are systematically deprived of access to healthy food options." that source can be found here: https://www.rmpbs.org/blogs/rocky-mountain-pbs/food-deserts-colorado-springs	Glossary	G-3	This term was not added. Several comments on the plan request a simpler document with less unfamiliar terminology.
ON1083	Zenya Ledermann	Food insecurity and hunger are different. Here is a good definition of hunger to add: Hunger is the distress associated with lack of food. Source: https://www.actionagainsthunger.org/the-hunger-crisis/world-hunger-facts/what-is-hunger/	Glossary	G-3	We did not feel this definition was necessary to add.
ON1084	Zenya Ledermann	Community food security is also different from food security. Here is a good description of the differences: https://sitkalocalfoodsnetwork.org/wp-content/uploads/2013/03/scfafoodassessmentdefs.pdf	Glossary	G-3	Thank you for sharing this, but this term was not added because it was not used in the document.
ON1085	Zenya Ledermann	this should also be mentioned throughout the plan and used appropriately	Glossary, reply to ON1084	G-3	We did not feel that this term was necessary to add in the sections discussing food security.
ON1086	Zenya Ledermann	add Urban agriculture: the cultivation, processing, and distribution of agricultural products (food or non-food) in urban and suburban areas. Urban farming can provide environmental, economic, and social benefits to the surrounding communities. Source: https://www.nal.usda.gov/farms-and-agricultural-production-systems/urban-agriculture	Glossary	G-6	Definition added.
ON1	Sonja London-hall	Looks amazing. Everything! The information and graphics!!! Love it. Where are the credits for the design company?	Cover graphic	I	Thank you!

Comment ID	User name	Comment	Comment Location	Page	Response
ON1270	Tom	3) Tourism: Flagstaff has forever placed a priority on tourism and the resulting economic impact it provides. We live in a beautiful city, gateway community to the Grand Canyon, etc., and tourism is important. I believe the City of Flagstaff and all associated marketing and promotional groups have always put a mis-placed focus on promoting tourism. We do not need to invest the amount of money we do to promote tourism and do not need to make every effort in the world to promote our city. Flagstaff will never lack tourism and popularity! When you make efforts to promote it, it very much diminishes the quality of life for local residents and tourists alike and also has a direct impact on the cost of products and services for everyone. The City should redirect much of this money to drawing new businesses, i.e. professional, high tech, high paying, career employment opportunities for citizens and the graduates of NAU, the Community College and high schools. There are messages from time to time that say "Shop Local", but I often think we don't have the variety and options like other cities and unfortunately provide little reason for locals to do much shopping here. Make our city a great city for locals, put them first, and the need for city tourism promotions will follow without having to make it the priority.	General comment	I	See Ch.5 for further discussion of tourism, the benefits and costs of a tourism-based economy, and economic development.
ON1271	Tom	4) Housing: I understand there are housing issues in Flagstaff. As related to my comments on tourism, when you build your city in large part on tourism, you promote minimum wage jobs, create an affordable housing shortage, create demand for more water and add to the congestion in our community. In addition, the City, as they consider local residents, need to invest in more options (or solicit professional companies to locate here) that provide residential housing and professional care options for the mentally disabled and challenged population. Lastly, mixed housing makes sense when it is done right, but I promise you homeowners that have worked hard and invested in single family home neighborhoods do not want to be infiltrated by low-cost housing that will negatively impact their investment and potentially raise crime rates where they live. If you do this wrong, Flagstaff will become less desirable to the many homeowners that are big tax contributors to the City. I hope my comments will be fairly considered and understood. Thank you.	General comment	I	Housing attainability and equity was made a core priority of this plan and housing for the workforce and housing that is attainable to current residents are focus areas of the plan. The HA and NE goals and policies were updated to better support accessibility in housing. It is not true that density causes crime and it is a subjective opinion to say that density makes an area less desirable.

Comment ID	User name	Comment	Comment Location	Page	Response
ON742	Tom	As a lifelong citizen of Flagstaff, I want to thank everyone involved in this project and appreciate all the work you have put into it. I understand the intention is to make needed changes that will hopefully have a positive impact on Flagstaff for years to come. I do however have a number of opinions / suggestions that are shared by a large number of local residents that are important for consideration. I hope these can be thoughtfully considered from an unbiased position. 1) The City in cooperation with the City of Flagstaff Police Department should develop a communication plan for locals and visitors that helps them be aware of the efforts to not speed, not run red lights, observe actually stopping at every stop sign, not tailgating, to be very observant of pedestrians and bicycles and that aggressive driving will not be allowed. Here are some ideas: put signs up (ADOT does because there's a problem on the highways .... we have issues in our City as well!) in the main entry points to the City and throughout the community that alert drivers to these expectations, put inserts regarding these in mailings from the City to residents, provide this information to all agencies that provide driver's license testing / car registrations, have the Chief of Police do community meeting to address this, station a police car at the main entries to the City in an effort to support this. 2) Dark Sky Regulations: I think this effort, as good as it may be in some ways, is very short sighted. The City of Flagstaff streets, both commercial and residential have become very unsafe due to the new lighting. It has created dangerous driving conditions and very unsafe commercial parking lots. I hope I am wrong and don't know if the City Police keep records of this, but I think it is only a matter of time before thefts, assaults and accidents increase as related to the Dark Skys environment. I know this helps the astronomy involvement and contribution to our community, but I believe it is economically, and pride driven (to be the first Dark Sky City) above the City's concern for residents and visitors.	General comment	I	Thank you. Your comment #1 is outside of the scope of the Regional Plan as it is not connected to land use. However, safety in transportation is an important topic in the plan that is discussed in Ch.6 (as well as goals and policies in Ch.3). The plan focuses on infrastructure improvements and safety for vulnerable road users (those who walk, ride, etc.), rather than lighting, as the dark sky is highly valued by the community. Many different options are available to make our community a safer place.
ON492	David	This plan is too long, its inconsistent from chapter to chapter, it is filled with planner speak that is not accessible to most of the community it is supposed to serve, and it uses outdated language when addressing the various members in our community = misses the mark.	Plan overall	I	Substantial edits have been made to the plan for the public hearing draft, which we hope improve its clarity and coherence. Glossary links have been added throughout the document.
ON919	Heather	community members and their ideas and buy-in - clearer language	"The voice of community members, ideas, and buy-in were central to planning and making future decisions."	II	This is a good suggestion--unfortunately this edit was overlooked.
ON920	Heather	Graphics are blurry throughout	General comment	II	This has been fixed.

Comment ID	User name	Comment	Comment Location	Page	Response
ON706	SS	image is blurry	Photo on II	II	This has been fixed.
ON3	Sherman	I like the variety of the ages of artists, and the variety of perceives.	Public art description	II	No change suggested.
ON4	Claire Eddleman-Heath	Thank you for integrating art into the planning process and document.	Public art description	II	No change suggested.
ON1253	Sat Best	Thanks! To the Committee and staff for all the work that went into this document.	General comment	III	Thank you for your comments!
ON293	Sat Best	The following comment seems to be resolved by using the "hyperlink". This should be communicated clearly in a way that the average reader won't miss, perhaps with notes in the index and at appropriate places in Chapter 3.---------- The Regional Plan 2030 Goals and Policies Desk Guide (available on line) makes our current Plan relatively easy to use by the average citizen without having to go through hundreds of pages of material. Chapter 3 of this proposed document is a good start for a document quick guide, but it does not include the implementation items. City and County officials have confirmed that implementation items will be presented when proposals go before the City Council, the County Supervisors or the Planning and Zoning Commissions for approval. Implementation items should be included in Chapter 3 along with page numbers of locations where the goals, policies and implementation items are discussed in the larger document, or a separate goals, policies and implementation items document could be created.	Location of implementation guidelines	III	Hyperlinks have been added and updated in the draft and staff will create a standalone guide similar to the 2030 version. The decision was made to delete the implementation guideline category, because it added another layer of complication to the plan when staff tested it. We went carefully through the guidelines to determine which could become policies, action items, best practices, or could move into the land use framework, versus the guidelines that were redundant or not necessary.
ON1061	Krista Ames-Cook	Is there a reason that the "References" section is not its own section? It rolls from Chapter 10 to Chapter 11 to the References section. The formatting needs to be fixed.	References	R-	This was because the Konveio platform that was used for the previous draft had a limit to how many separate chapters could be uploaded.
CM173	Sustainability Commission	Metrics for Annual Review Percentage of housing developments that are infill or redevelopment by 2030. Reduction in vehicle miles traveled (VMT) through active transportation investments. Number of new renewable energy installations in Employment Districts."	Appendix A: Annual Reporting		We tried to track some of this in the last plan but it was not as insightful or useful as other metrics.

Comment ID	User name	Comment	Comment Location	Page	Response
L140	Friends of Flagstaff's Future	Acknowledge the Trade-offs of Densification and Identify Safeguards: The draft plan implies a number of trade-offs that will ensue from densification. We think it's important that the public understand the trade-offs that will result as the plan is implemented. For example, while densification may slow the rate of increases in housing and rental prices (though we don't know this for sure), there are costs associated with it. Right now, the proposed plan will result in reduced parking requirements, loss of native pines, costs for infrastructure expansion, displacement and gentrification, loosened building standards, etc. It also includes such gains as increased walkability, transit access, and possible reduction of our carbon footprint (but see our concerns above regarding sprawl). It's important that these trade-offs be spelled out in the document so that the public can make an informed decision about the plan. It's equally important that the plan include safeguards to mitigate the costs as well as protect against unintended consequences such as an increase in second homes, demographic inequities, gentrification, etc.	Chapter 1 and GLU Chapter		Sections on growth and scenario planning in Ch.1 and Ch.4 were substantially revised. These are the sections that best address tradeoffs. Outside of the plan's language, supplemental documents and messaging is important to inform the public about the plan.
L125	Friends of Flagstaff's Future	Make it clear that the aim of densification is community vitality, not simply an increase in housing density or a decrease in the carbon footprint. Include policies that ensure that densification achieves the larger goal of creating vibrant neighborhoods.	Character Comment		Best Practices for Creating a Sense of Place were added and sections on density and sense of place were updated.
L126	Friends of Flagstaff's Future	Make it clear that densification must be linked to social and environmental well-being, community character, and equity.	Character Comment		Sections on density were revised, particularly in Ch.1 and Ch.4.
L127	Friends of Flagstaff's Future	Provide safeguards to prevent gentrification, displacement, and the loss of community character.	Character Comment		NE goals and policies were revised and action items were added in Ch.5. Best Practices for Creating a Sense of Place were added in Ch.3.
L128	Friends of Flagstaff's Future	Give attention to "Community Character" throughout the document and provide guidelines and policies to ensure that densification does not unravel neighborhood "sense of place" (e.g., in Plaza Vieja, Townsite, historic downtown) -- and indeed, contributes to place-making.	Character Comment		Best Practices for Creating a Sense of Place were added in Ch.3.
L129	Friends of Flagstaff's Future	Provide redevelopment guidelines that prevent tear down development and the loss of historic character.	Character Comment		An action item was added in Ch.7 on encouraging the development of historic overlay zones.
L131	Friends of Flagstaff's Future	Make it clear what the regional plan's vision is for downtown Flagstaff and provide safeguards to protect its historic character and charm.	Character Comment		Best Practices for Creating a Sense of Place were added in Ch.3, however they are not specific to downtown.
L132	Friends of Flagstaff's Future	Ensure that architectural and landscape design support and promote quality of the built environment and neighborhood character.	Character Comment		Best Practices for Creating a Sense of Place were added in Ch.3.

Comment ID	User name	Comment	Comment Location	Page	Response
CM1	Open Spaces Commission	"Strengths of the Plan: 1. One of the Plan's five main priorities is to 'Protect the region's significant natural and cultural resources' 2. Parks, Recreation, and Open Space are grouped together with its own implementation section 3. Chapter 8's 'High Priority Action Item' is land acquisition in the John Wesley Powell area 4. The plan acknowledges the need for recreation and open space across the city 5. The Implementation Guidelines in Chapter 8 specifically mention the requirement of following the Management Plan for Legally-Designated Open Space Properties 6. Recognition of the importance of state lands in the acquisition of additional open space 7. Recognition of the importance of open space preservation within areas of development"	General comment		Note that goals and policies on Parks and Open Space were reorganized and are now separate categories.
CM110	Sustainability Commission	I think there needs to be better connectivity. Certain parts feel so informative without information on what parts of the plan address this information.	General comment		More cross references and links were added between chapters.
CM111	Sustainability Commission	I think there should be more about real impact...how will this impact code and how will this actually look when implemented? This would make the plan much easier to understand from the lamen perspective	General comment		That is determined in the future by the elected officials and staff.
CM113	Sustainability Commission	Cumbersome	General comment		Revisions have been made for plan clarity and readability.
CM114	Sustainability Commission	99% percent of people are not going to be able to read this. It's not accessible.	General comment		Revisions have been made for plan clarity, such as glossary links and revisions to the table of contents to serve as a better guide. The document has had an accessibility check.
CM115	Sustainability Commission	Especially since voters are voting for it. It's not acceptable to have a nearly 200 page document that isn't accessible to voters. They do a decent job and positives to improve from the last regional plan. It's on its way to making positive change.	General comment		The document has had a complete accessibility check. An executive summary will also be available.
CM149	Sustainability Commission	Please include document page numbers in addition to chapter page numbers. This will make the 230-page Plan more user-friendly to navigate electronically.	General Comment		Because the plan is regularly amended numbering is designed to allow for that to be done efficiently and to track what pages have been updated when. This is a particular need of General Plans and therefore this comment cannot be implemented.
CM15	Bicycle Advisory Committee	the committee agrees that the plan’s focus on infill and density within the City further supports the development of more robust, easily accessible, and safe bicycle infrastructure.	General comment		No change suggested.

Comment ID	User name	Comment	Comment Location	Page	Response
CM151	Sustainability Commission	The Plan employs language of vulnerability; we recommend replacing the language used in the Plan with more inclusive, people-first language. You may find this document helpful: Style-Guide-for-Inclusive-Language_Dec-2017.pdf.	General Comment		Thanks for sharing this document. The vulnerability language is mostly used in the context of transportation and we feel it is appropriate there. In some other sections, revisions have been made to avoid terms with negative connotations.
CM163	Sustainability Commission	Flagstaff has declared a Climate Emergency; therefore, we recommend including a climate and sustainability chapter to provide context for incorporation throughout the Regional Plan in the same format as Chapters 4-11.	General Comment		Ch.10 was updated to "Energy and Climate Action" and some information was moved to that chapter.
CM166	Sustainability Commission	In addition to adding a climate chapter, we recommend flagging content in other chapters related to climate change using icons, logos, breakout boxes, sub□sections, etc.	General Comment		This was implemented through colored boxes - blue for climate and green for housing.
L1	Thomas Andersen	Concern over Flagstaff Heat Island Effect - "I have seen [Flagstaff] grow, apparently unchecked, for far too long, in my opinion. I have noticed things like the temps not cooling off until much later at night. When we do get rainstorms, I see that they are in the N, E W S of Flagstaff and don't come into the urban area until after dark, if at all. So again I am questioning the City and County about their goals or plans for the area. It has been proven time after time that growth for growths sake is a formula for disaster. Flagstaff and Coconino County can become very forward looking and progressive by taking steps to control growth and understand and promote the principles of saying enough to growth in order to keep us a healthy and vibrant community."	General comment		A section was added in Ch. 8 on benefits of parks and open space, including for mitigating urban heat. Policy DP.5 on nature-based infrastructure solutions for resilience was also added.
L133	Friends of Flagstaff's Future	Ensure the integration of green spaces, urban trails, and social spaces as elements of densification.	General Comment		This is incorporated through the revised guidelines in the land use framework in Ch. 4.
L142	Equity Climate Advisory Group	The language throughout the Regional Plan is vague and lacks clarity, specificity, and transparency. This is a pattern found throughout the plan, especially when it comes to verbs and action-based items to mitigate disparities or regarding climate action. Words such as “hope to” are commonly found, instead of words that suggest action, allocation, and funding to bring these possibilities into fruition, and with vague language is a concern that there is a disconnect from imperative concerns amongst our community and land. Inequities pertaining to climate change will only compound if not directly addressed and intentionally enacted. Examples of vague language can be found in sections of policy, priority areas, and in goals. We ask that when refinding the regional plan, for there to be language which will lead to direct action.	General Comment		The General plan is broad and vague because it has to provide guiding principles for a wide variety of situations. Specific plans and strategic plans are the most appropriate place for the level of detail suggested

Comment ID	User name	Comment	Comment Location	Page	Response
L148	Equity Climate Advisory Group	Equity is not addressed enough throughout the priority areas, policies, goals, guidelines and actions. When it comes to equity, the plan seems to be disconnected and not explicit enough within policy areas, without action-items towards integrating equity into each step along the way. There does not seem to be consideration for how equity will be implemented on one hand, and on another, how the plan will be committed to meeting people where they are at, within the context of what each community needs are.	General Comment		Revisions were made to the priorities, goals, and policies to better emphasize equity. The plan does not spell out all the ways equity can be implemented because that is something that can be further defined in strategic plans and in specific plans.
L149	Equity Climate Advisory Group	More language to unveil how disparities exist and how they will be addressed	General Comment		More information and data was added on housing inequity. However, the analyses suggested by this comment are more appropriate for a separate report or topic-specific plan.
L150	Equity Climate Advisory Group	Climate action needs to be embedded in the overall regional plan, with us suggesting that a chapter should be dedicated to climate action. Similar to our first theme, we strongly encourage language which exemplifies the importance of climate action, and stronger language regarding the policy and actions that will be taken. We can start to ameliorate some of the ramifications of climate change, and this needs to be demonstrated throughout the plan, with more focus on how to mitigate and address, and without a commitment to climate action we will further perpetuate harm.	General Comment		Ch.10 was updated to "Energy and Climate Action" and some information was moved to that chapter.
L151	Equity Climate Advisory Group	Similarly, we encourage the disinvestment of the fossil fuel industry and the regional plan to uplift alternatives, such as within our food, housing, and transportation systems.	General Comment		The plan makes no investments directly and therefore divesting is not appropriate.
L165	Equity Climate Advisory Group	Jobs that meaningfully engage in facets of climate action should be integrated throughout the regional plan. There are employment opportunities within clean energy, urban agriculture, sustainable, resilient infrastructure, the food system, transportation, all of which supports the economy, enhances skills, and supports a more just transition.	General Comment		This is more appropriate to address in a strategic plan. The City recently completed an Economic Development Strategic Plan.
L167	Equity Climate Advisory Group	Engaging with BIPOC (mostly focused on Indigenous) communities, along with communities disproportionately impacted by the implications of policies, goals, and actions is vaguely mentioned in the regional plan. We suggest for engagement to align more with equity at the forefront of decision-making when working with a diversity of communities. There needs to be a deeper consideration for how disparities–economic, environmental, social, etc.--are experienced within our region. Resources, funding, and potential development needs to be distributed equitably to address these disparities.	General Comment		Revisions were made to the priorities, goals, and policies to better emphasize equity. The suggestion on engagement with communities is more specifically addressed in neighborhood plans as appropriate.

Comment ID	User name	Comment	Comment Location	Page	Response
L18	Susie Smith	"I attended one public meeting for this 2045 plan and raised the question of why limiting growth was not considered a viable scenario. The glib answer was that there is legal precedent excluding limiting development. I am not well informed about this topic, but I respectfully suggest that planning for growth in a resource-limited future exacerbated by climate change drought and other challenges without considering limiting and/or slowing growth is not a responsible plan. Legal precedents can be challenged especially when there is no water or other infrastructure to support new development. There are an increasing number of Southwest communities that are facing the consequences of over-extended growth, for example Albuquerque New Mexico where water use is greater than recharge. Phoenix and Kingman Arizona, and El Paso New Mexico are also vulnerable."	General comment		The Urban Growth Boundary, available infrastructure, and the Future Growth Illustration all guide where development occurs, but the City and County do not have control over population growth. The City has a 100 year water adequacy designation and plans for future demand from an increasing population. See Ch.9 for further information.
L220	Equity Climate Advisory Group	I know this plan is meant to serve as a framework and is inherently written to be somewhat vague, but I think in general it causes some difficulty in understanding what kinds of specific actions can be taken to support the goals listed. Is there any way to provide more straightforward examples of what kind of actions may be taken to combat existing problems?	General comment		True. It is a 10 year plan and so the appropriate or most immediate actions may change over time. That level of detail is left for specific and strategic plans.
L23	Sat Best	"I know there is a desire to simplify the Plan and resolve apparent conflicts within it. My take is that the Plan does a good job outlining our community values, and in the real world those values will sometimes be in conflict. For example, increasing density will certainly challenge our ability to retain community character. I would prefer to see more rather than less in the Plan, with conflicts identified as clearly as possible and a Desk Guide to make it easier to digest."	General comment		A desk guide will be created.
L3	Christian Luginbuhl	"And I have an overall question -- has your team reviewed the JLUS? There are many recommendations, policies and goals in that document that it seems may not have been captured in the policies and goals of this draft plan. A lot of effort and time went into the JLUS and it would be a shame if we did not take full advantage of that work."	Goals and policies		Yes, the JLUS was considered in the creation of the plan.

Comment ID	User name	Comment	Comment Location	Page	Response
L25	Sat Best	"List implementation items in Chapter 3." "Review implementation items annually to asses progress and schedule work for the coming year, first through a staff process and then before Council (This is probably already happening.)" "Create new Goals, Policies, and Implementation Items Desk Guide that is kept updated with the latest information on implementation items. This is critical for making the Plan manageable for the average citizen, and I'm sure Commissioners, Council and staff will use it as well. Include a table of contents and page references beside each goal, policy and implementation item that will lead to any expanded explanations in the Plan."	Implementation Guidelines		A desk guide will be created. The decision was made to delete the implementation guideline category, because it added another layer of complication to the plan when staff tested it. We went carefully through the guidelines to determine which could become policies, action items, best practices, or could move into the land use framework, versus the guidelines that were redundant or not necessary.
CM147	Sustainability Commission	Enlarge map text for increased readability. Edit the map legends for consistency.	Maps		Maps legends were revised.
CM148	Sustainability Commission	Remove or replace blurry photos, and only include where they are relevant to the subject.	Photos		Photos were updated.
L15	Mike Klinke	"Flagstaff must prepare for legal and administrative challenges that have arisen in other cities pursuing similar paths of growth and densification. Cities like Minneapolis, MN, Portland, OR, and Austin, TX, have all faced lawsuits from neighborhood groups, environmental advocates, or other stakeholders opposed to zoning changes and density increases. These cases often cause delays and significantly increase administrative costs... To avoid similar pitfalls, I urge our leaders to: 1. Conduct thorough environmental reviews to anticipate and address potential legal challenges. 2. Engage the public early and often to build consensus and mitigate opposition. 3. Ensure legal and administrative teams are well-prepared to defend the plan and respond to challenges efficiently."	Plan implementation		The plan has had multiple legal reviews and the process of developing the plan included lots of community engagement. See the newly added Public Participation Summary for more detail.
CM10	Open Spaces Commission	"Provide more emphasis on how trail systems reduce carbon emissions along with more clearly identifying safety issues resulting from more bike use (a 'consequence' example)	PROS Chapter or Transportation Chapter		More information was added on scenario modeling in Ch.4, including on transportation emissions, with further discussion on p. 6-8.
W72		Look at chapters 7 and 11 for content overlap	RSR and IPS chapters		These chapters were reviewed and revised.
W71		Firewise brand is trademarked, may have to get permission	RSR, PROS, IPS chapters, Action Items		The trademark symbol was added.

Outlook

Re: 2568 N. San Francisco St. Parcel APN R0353741

From Bill Charles <bill.charles885@gmail.com>
Date Fri 8/22/2025 5:24 PM
To Martin Ince <mince@flagstaffaz.gov>
Cc Sara Dechter <SDechter@flagstaffaz.gov>

It does, Martin. Thank you for that. We are absolutely against having a FUTS on the north side of our property. That's basically right in our backyard and very close to our house. Not expecting you to fix that, but I'm going to have to fix it somehow. We also continued to be completely opposed to converting the social trail in Wildcat Ridge to a fudge trail. We have no problem with the existing social trail, but it cannot be converted. Again, I appreciate your responding to me.

On Aug 22, 2025, at 5:22 PM, Martin Ince <mince@flagstaffaz.gov> wrote:

Hi Bill, keeping in mind that trail alignments can be adjusted with additional planning, the general answer would be yes on the north side, the east side would be likely be on the parcel to your east where the existing trail is, and the west side would be on the County's parcel.

Hope that helps.

Martin

From: Bill Charles <bill.charles885@gmail.com>
Sent: Friday, August 22, 2025 5:05 PM
To: Martin Ince <mince@flagstaffaz.gov>
Cc: Sara Dechter <SDechter@flagstaffaz.gov>
Subject: Re: 2568 N. San Francisco St. Parcel APN R0353741

You don't often get email from bill.charles885@gmail.com. Learn why this is important

Hi Martin. Thank you for that. I guess my intitial question is whether the area I circled is our property at 2568 N. San Francisco St. and if it is, it basically looks like there is a plan to put a FUTS trail on the north, west and east sides of our property. Please let me know if am reading this right. I sure appreciate it.

<image001.jpg>

Bill Charles
(602) 885-5500

On Aug 22, 2025, at 4:40 PM, Martin Ince <mince@flagstaffaz.gov> wrote:

Hi Bill,

The draft Regional Plan can be accessed at this page
https://flagstaff-regional-plan-2045-flagstaff.hub.arcgis.com/pages/915bbe8bcf7d4806a1b3f75f31cb325b

The draft document includes Policy Map 4-5 Urban Trails Plan on page 4-37
https://flagstaff.maps.arcgis.com/sharing/rest/content/items/ccbb6e5bd40c470c89e4e0bbe376ffb5/data

You can also view interactive maps, including the Urban Trails Plan, at this link
https://gis.flagstaffaz.gov/portal/apps/experiencebuilder/experience/?id=814fd01aecf5452ab44b7cad57d0691b

Let me know if you have any questions

Martin

Martin Ince
City of Flagstaff | Multimodal Transportation Planner
211 West Aspen Avenue | Flagstaff, Arizona 86001

928 213 2685 office | 928 310 6788 cell
mince@flagstaffaz.gov

From: Bill Charles <bill.charles885@gmail.com>
Sent: Wednesday, August 20, 2025 11:42 AM
To: Martin Ince <mince@flagstaffaz.gov>
Subject: Re: 2568 N. San Francisco St. Parcel APN R0353741

You don't often get email from bill.charles885@gmail.com. Learn why this is important

Hi Martin,

Not trying to be annoying but can you help me with this, please?

Thank you,
Bill Charles

> On Aug 15, 2025, at 1:04 PM, Bill Charles <bill.charles885@gmail.com> wrote:
>
> Hi Martin,
>
> I have been advised that the City of Flagstaff has indicated a proposed FUTS Trail

extension across the north side of our property. We have already expressed ourselves on the topic of converting the social trail through Wildcat Ride up San Francisco St. in multiple formal forums. As I understand it, the effort to convert the existing social trail to a FUTS Trail is dead for now. Please correct me if I am wrong on that.

Dave Boehmer met with you some time ago and thought that the proposed extension through our property had been scratched. Hoping that is the case as such a trail would significantly diminish our property value and quality of life.

Could you tell me if the Flagstaff Regional Plan 2045 contemplates a plan to come through the north side of our property with a FUTS Trail so that I can decide what course of action I will have to take to stop it? Could you share the references including maps that show this plan?

Thank you,
Bill Charles
602-885-5500

Outlook

Importance of Open Space

From DM Roy <dmroy.or@gmail.com>
Date Sat 8/30/2025 3:43 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

Some people who received this message don't often get email from dmroy.or@gmail.com. Learn why this is important

To whom it may concern:

Although we would all like housing to be more affordable (this is pretty much motherhood and apple pie), I am afraid it is being promoted at the expense of the livability and beauty provided by undeveloped areas. "If you build it, they will come." Is the solution to expensive housing to build more and more? Do we want Flagstaff to become a big city? What about resources like water? We are committed to sustainability, which means living within the means that we can sustain (like water), without degrading the quality of life that makes Flagstaff special. We must not think of our resources (like water and land) solely in terms of what humans require, but also in terms of what our entire ecosystem requires to sustain it.

Open Space and Sustainability should be top planning priorities (and these will help with goals to mitigate climate change). Keep in mind that protection of open space is not just for our enjoyment and mental health, but also to maintain our covenant with the natural world, to protect ecosystems for the other living beings in our community.

Sincerely,
Diana M. Roy, Flagstaff

From: Alaxandra Pucciarelli
To: Sara Dechter
Subject: FW: Regional Plan Comment
Date: Wednesday, August 27, 2025 4:03:43 PM

Alexandra Pucciarelli
Current Planning Manager
Community Development
211 W. Aspen Avenue
Flagstaff, AZ 86001
Phone: (928) 213-2640
Email: apucciarelli@flagstaffaz.gov

From: Gwen Groth <gwengroth@gmail.com>
Sent: Wednesday, August 27, 2025 12:11 PM
To: CD P and Z Commission <CDPandZCommission@flagstaffaz.gov>
Subject: Regional Plan Comment

> You don't often get email from gwengroth@gmail.com. Learn why this is important

Please be sure to consider preservation of cultural and architectural resources and character in the planning. Once buildings are demolished, they are gone... in the landfill. Let's plan responsibly and sustainably.

We need a new historic inventory.

Thank you!

Gwen Groth
Lifelong resident
928-853-7792

Outlook

RE: Flagstaff Regional Plan 2045

From Martin Ince <mince@flagstaffaz.gov>
Date Fri 8/22/2025 4:17 PM
To Bob Marostica <bobmarostica@gmail.com>; Sara Dechter <SDechter@flagstaffaz.gov>

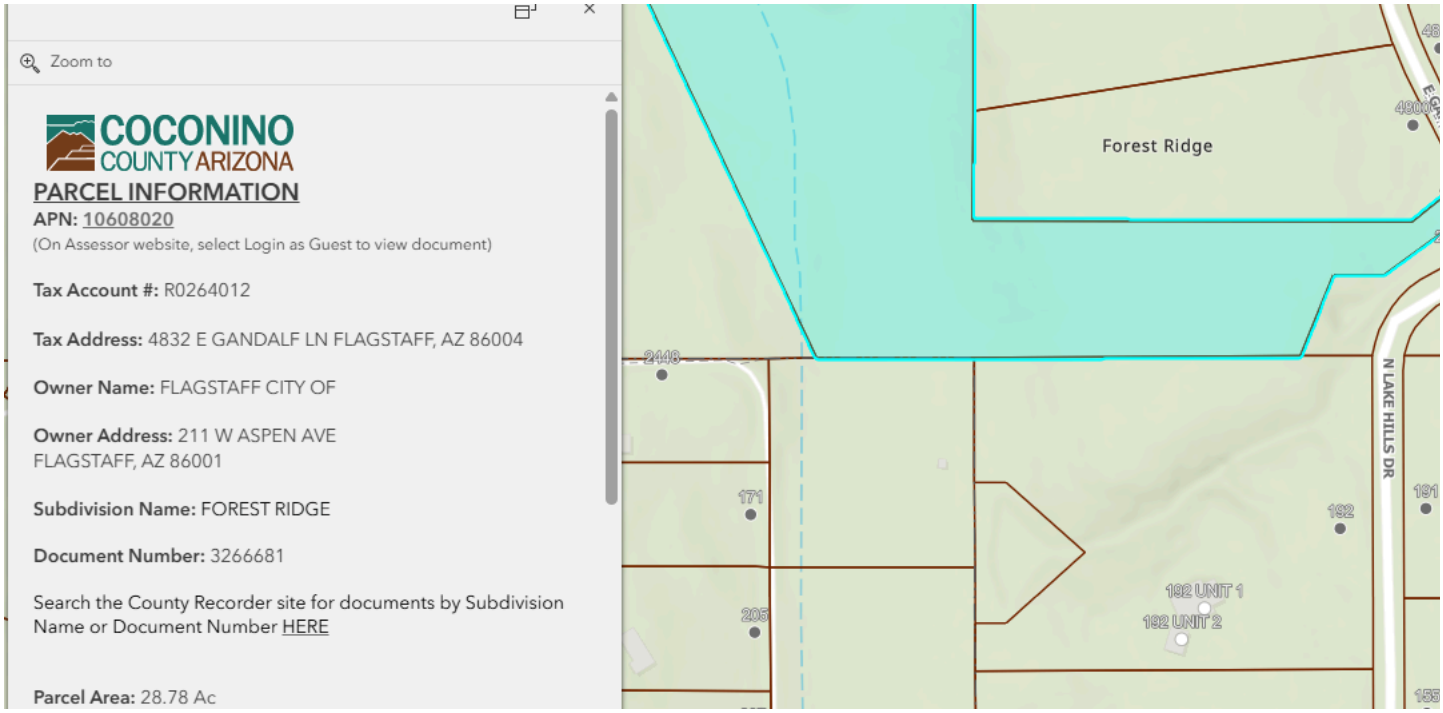
Hi Bob, there is a parcel of City-owned land and an existing easement that allow the trail to connect through this area (the snippet below shows the City-owned parcel), so the Regional Plan map is correct.

Let me know if you have any questions

Martin

Martin Ince
City of Flagstaff | Multimodal Transportation Planner
211 West Aspen Avenue | Flagstaff, Arizona 86001

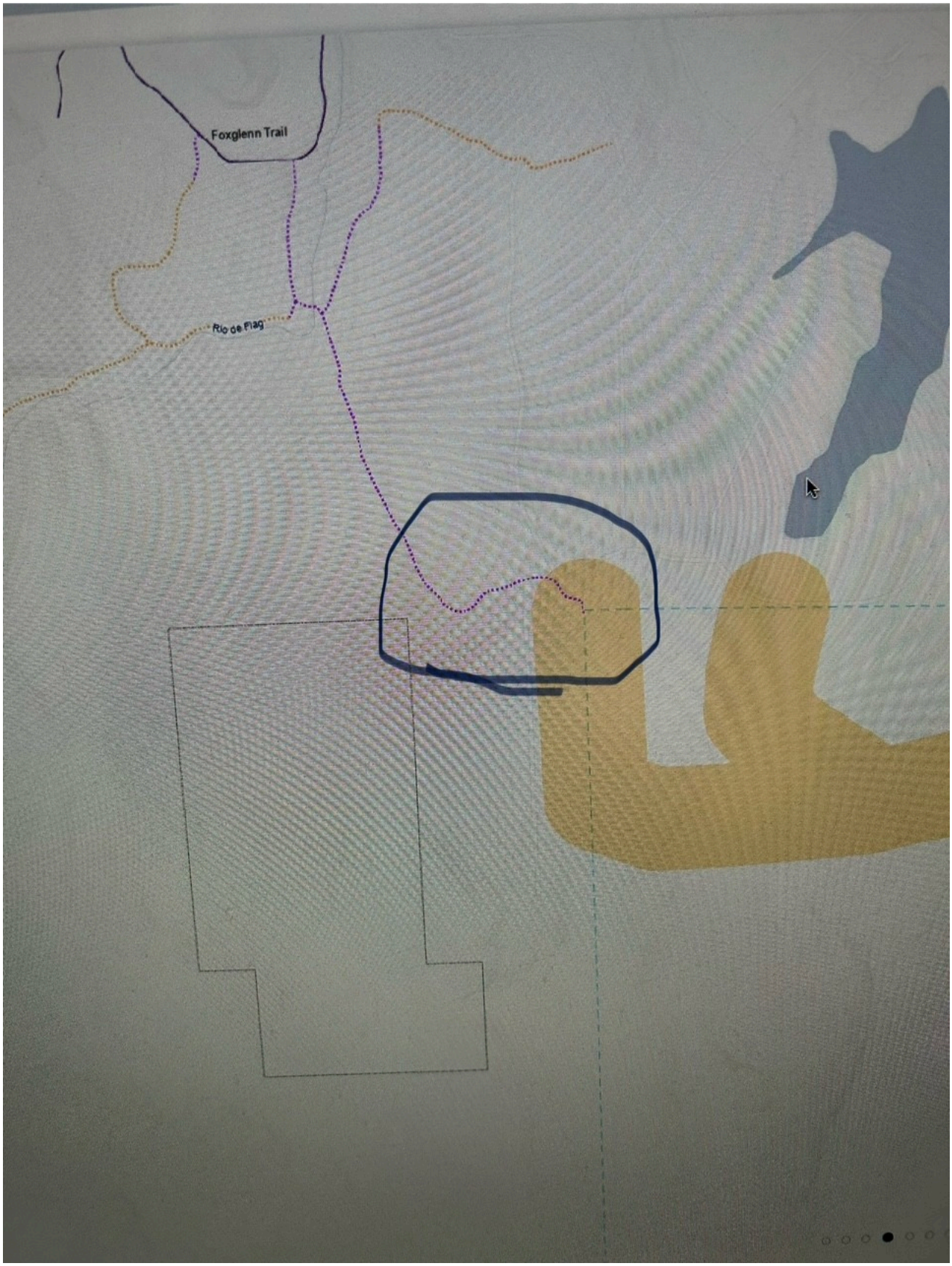
928 213 2685 office | 928 310 6788 cell
mince@flagstaffaz.gov



From: Bob Marostica <bobmarostica@gmail.com>
Sent: Friday, August 22, 2025 3:34 PM
To: Sara Dechter <SDechter@flagstaffaz.gov>; Martin Ince <mince@flagstaffaz.gov>
Subject: Flagstaff Regional Plan 2045

[Some people who received this message don't often get email from bobmarostica@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Per my conversation with Sarah today, your urban trails plan shows a trail coming from Foxglen trail towards Forest Ridge Estates on Gandalf Lane. With the attached photo, I've circled property owned by our HOA. I was contacted a couple of years ago by someone at the city to see about getting an easement across our private property and told them then that the HOA would not be giving any permission for an urban trail. If you would please change the color from purple to yellow (planned trails on private land with no property rights).
Thank you for your attention in this matter,
Bob Marostica
President Forest Ridge Estates HOA



Sent from my iPhone

From:	Georganna Staskey
To:	Sara Dechter
Cc:	Mayor and Council
Subject:	Fw: Regional Plan Comments
Date:	Monday, August 18, 2025 2:07:28 PM
Attachments:	Outlook-i23oytwb.png

Hi Sara,

We received the below email to the Council email.

Thank you,

Georganna Staskey, MLS
Communication and Civic Engagement / Deputy City Clerk
City of Flagstaff

CITY OF FLAGSTAFF

From: tandjpearson@verizon.net <tandjpearson@verizon.net>
Sent: Monday, August 18, 2025 12:02 PM
To: RegionalPlan45@flagstaffaz.gov <RegionalPlan45@flagstaffaz.gov>
Cc: Mayor and Council <council@flagstaffaz.gov>
Subject: Regional Plan Comments

Dear City Council Members and Staff

I was a member of the Regional Plan Committee. I found it to be a disappointing experience because the group was dominated by environmental activists rather than a cross-section of the general public. My overall impression of the draft plan is:

- The plan is very light on improving the economy. There are few, if any, proposals to advance research and technology businesses or explore other ways to attract high-tech companies and high-paying jobs.
- Multimodal Transportation is a key element of the plan. Reducing the number of cars and increasing the use of buses, bicycles, e-bikes, scooters, and other alternative modes of transportation is a prime goal. No studies were conducted on the impact of growing accident rates or the hazards of multimodal transportation in harsh winter conditions.
- Increasing housing density and promoting all-electric appliances are other focuses. There was no analysis of the dangers of electric-only heating in our cold winter climate. Prolonged power outages in winter will pose a significant threat to residents in homes heated solely by electricity.

I trust you can address these shortcomings.

Sincerely,

Tom Pearson

757-749-2425

Outlook

2045 Comment

From Ian Sharp <ian@jefuller.com>
Date Thu 8/28/2025 3:09 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

I downloaded the 2045 plan last night over the wi-fi at City Hall, and it took me nearly 45 minutes due to the file size. This morning, I was able to use Bluebeam Revu to compress the file down to 156 MB and as far as I can tell it still functions as it should (hyperlinks work). My suggestion is to compress the file so it is easier for users to download and handle. I suspect many will not review it if they cannot download it in a reasonable amount of time.

Thank you.

IAN SHARP, P.E.
Project Manager/Engineer/Hydrologist
JE Fuller / Hydrology & Geomorphology, Inc.
30 YEARS OF SERVING OUR CLIENTS AND COMMUNITIES
3111 N. Caden Court, Ste. 120 | Flagstaff, AZ 86004
Cell: 520-481-6151 | ian@jefuller.com
www.jefuller.com

Outlook

2045 Comment

From Ian Sharp <ian@jefuller.com>
Date Thu 8/28/2025 3:09 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

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3111 N. Caden Court, Ste. 120 | Flagstaff, AZ 86004
Cell: 520-481-6151 | ian@jefuller.com
www.jefuller.com

From: Michele James
To: Regional Plan 45 Comments
Subject: F3 Public Comments to August 27 P&Z Working Session
Date: Tuesday, September 2, 2025 2:38:34 PM

Public Comment to P&Z Commission Citizen Review Session: August 27, 2025

I was told by city staff there would be no opportunity for public comments at this meeting, so these were not spoken as public comments as originally intended.

F3 has been following the Regional Plan revision process closely since it began. I served on the Technical Committee as well as on the Citizen Regional Plan Committee, along with our Board President.

F3 will be submitting detailed comments to the Commission before the first hearing begins. This is what we're looking for at this time when evaluating the RP:

● Equity in housing and attainability

● Limitations on sprawl

● The necessity of greenfield housing development to address our housing emergency through providing density

● Strong and transparent language regarding provision of water outside our UGB

● Policies for redevelopment and additional public infrastructure tied to protection and mitigation from resident displacement

● Complementary Goals of the Plan adequately addressed and prioritized in action items

● Policies that limit reclaimed water use to public areas within the UGB

● The appropriate type of plan amendment outlined for proposals that decrease density

● Policy for activation of streets in urban centers

● Effectiveness of Milton's Urban Center that extends south of University Ave

● Density tied to current and future public transit locations

● Additional Gateway designation for Fourth St

● Policies that address trails, open space, and wildlife movement corridors adequately and early in development planning

● Adequate map display of trails on private lands

● References to the Active Transportation Master Plan and other current and future plans such as the Safe Streets Master Plan

● Funding mechanisms addressed for Open Space acquisition and Parks development where identified as a need on the landscape

● Appropriate priorities and time frames provided for the Action Items

Thank you,

Michele James
Executive Director



Michele A. James
Executive Director
Friends of Flagstaff's Future
P.O. Box 23462
Flagstaff, Arizona 86002
"F-cubed believes in the collective action of engaged and informed citizens to protect the unique character of Flagstaff and to meet the challenges of our swiftly changing world."
www.friendsofflagstaff.org

To: Regional Plan Committee,

Date: September 8, 2025

Regional Plan Public Hearing Review - Errata and Comments from Mary Norton (as a citizen):

Errata:

1. Chapter 1/p5 illustrated Land Ownership Map:
    a. Is there a numbering error on the State Land Parcels? There are two SLP 30 and two SLP 26.
    b. SLP 30 to the west of 17 (off Woody Mountain) has already been taken down by Roberts Communities a year ago. Even though the county parcel viewer doesn't reflect the change in ownership yet, we all know this & owner Scott Roberts has been as some of the public meetings (such as the community vision meeting held in June at Lowell). Therefore, this map is already out of date; needs update.
2. Chapter 3/pgs 10-11: On Map 3-1, the key/legend using various colors of greens is difficult to differentiate on the map itself. Suggest using more definitive colors.
3. Chapter 4/pg 13 – Legend for Estate Residential should be ER (not just E).

Comments:

1. Chapter 3/pg 4 re Parking Policy. Policy PK3: "Pursue year-round, on-street public parking and related operations and maintenance to support reductions in private parking and promote affordability." Disagree, too specific, too narrow. Suggest deleting highlighted verbiage to allow more flexible considerations (as mentioned in green box Chapter 6/pg 12).
    a. Also make same change in first Action Item/"Fund", Chapter 6/pg 13).
2. Chapter 4/pg 6 re Preferred Scenario: Highly aspirational – relies on (stated) scarce public funds, successfully incentivizing smaller units, getting landowners/developers/homebuilders to build what we what/need and not the highly profitable larger homes on large RR/R1/ER lots with exorbitant lot premiums. How to prevent smaller attainable homes from going to STRs and second homes (needs legislative change at state & local level).
3. Chapter 4/pg 36, Map 4-4 Street Network, city scale – Why is the entire site of the Symmetry state land parcel and Little America without even Planned or Proposed street connectivity and only stated as "Area subject to future connectivity study". This should be, at minimum, more than "subject to" and something stronger stated on this map.
4. Chapter 4/pg 37, Map 4-5 Urban Trails Plan – I am personally adamantly opposed to differentiating between the size of the property of private land. Why are we creating a

separation of parcels under & over 400 acres? All of our major landowners own 405+ acres, and this acquiescing to them is not in service of the city and its residents.

5. Chapter 4/pg 39, Map 4-7 Bikeways Plan – there should be at least aspiration bikeways plotted in the undeveloped land south of I-40 that is the Symmetry state land parcel and the Little America land.
6. Chapter 7/pg 9 – Unmapped Resources, Large Stands of Ponderosa Pine: Whereas emerging info is available on tree resources throughout the city and region (as evidenced by the info & technology to be utilized in the city's approved pilot program for an alternative to the natural resource protection program for tree resources), why is mapping of Large Stands of Ponderosa Pines not to be included at this time or as an Action Item to do within reasonable timing? Please reconsider.
7. Chapter 10/pg 7 action items: "Code: Update the City Sustainable Building Resolution and Sustainable Residential Building Incentives to further implement net-zero energy standards". Reaching net-zero REQUIRES offsets, such as solar panels. Is this an accurate action item? Should it read net-zero-ready/zero-energy ready?

Thank you for your consideration,

Mary Norton (comments as a private citizen)

Flagstaff Regional Land Use Plan 2045:

(2025 Public Hearing Draft)

From a Flagstaff Disability Advocate: **Impressions Relative to Accessibility, Inclusion, and Universal Design** August 2025

Russell R. Randall

Barrier Free Flagstaff (BFF): Flagstaff disability advocacy group

Northern Az Community of Practice Transition Team (NACoPTT): Flagstaff disability advocacy group (member of the Arizona Community of Practice on Transition)

Positive impressions: marked with **+** **(multiple = stronger)**

Suggestions for plan improvement: **underlined** and marked with **—**

Overall Impression: A huge improvement on the Public Review Draft, creating a much more inclusive Plan. **+++++**

General impressions:

-This draft has been completely re-drawn with many additional statements of accessibility, inclusivity, and universal design. This is especially true in Chapter 3, *Goals and Policies*. **+++++**

-Creating a Sense of Place: " Prioritizing accessibility by incorporating universal design features to ensure inclusivity for all." **++++**

-**There should be more discussion of accessibility and inclusion in *Action Items*, indicating what will be done to create a "Sense of Place" for all.** (See "Specific Impressions.") Also, there should be **discussion of universal design throughout the plan and in the Glossary** **— — —**

-Throughout the draft (25+ times) **maps and charts are used that are inaccessible for people with vision impairments,** particularly colorblindness. In many cases this could be rectified through the use of patterns, textures, labels, or icons to provide information. Increasing size of font would help. **— —**

-There is no discussion of accessibility or inclusivity in Chapter 5: Social and Economic Systems. This chapter needs improvement. **— — —**

-The *Glossary* includes disability related terms. More are needed. **+ —**

Specific impressions:

Chapter 1: Introduction

P 1-12: "Priorities…" "Inclusivity" is specifically mentioned. **+ +**

Chapter 3: Goals and Policies

P 3-2 Housing :"Accessibility" mentioned multiple times. Accessible parking specifically included. **++**

P 3-3: Neighborhoods: NE.6: Improve housing by helping vulnerable homeowners….safety and accessibility" **+ +**

P 3-4 Parking Goal: "PK.4 "Provide… accessible parking" (with photo) **+++**

P 3-7 MT Goal: "affordable and accessible transportation" **++**

P 3-7 MT.1 and MT.2a: "improve safety and accessibility" and "connectivity and accessibility" **++**

P 3-9 DP Goal: " support attainable housing" **Add "accessible"** **—**

P 3-9 " Creating a Sense of Place": "Prioritizing accessibility by incorporating universal design features to ensure inclusivity for all." **++++**

P 3-10 Goal TS: "creates an inclusive, safe…" "**Add "accessible"** **+ —**

P 3-10 TS.1, TS.3a, TS.4: "accessibility of vulnerable road users," "accommodation for all users, " " accommodate all people" **+++**

P 3-10 "Accessible Parks," "provides diverse recreational needs; is accessible to all…" **+++**

P 3-15 HE Goal: "diverse economy for all" **+**

P 3-15 HE.3: "Promote.." Add **"accessible and inclusive"** pathways. **— —**

P 3-19 PS Goal: "services for all" **+**

Chapter 4: Growth and Land Use

P 4-6 "Livability & Attainability: …aims to create a more livable" Add **"inclusive"** and affordable Region…. **—**

P 4-6 "Livability and Attainability: "encouraging more compact and diverse" **Add "and universally designed"** housing types… **— —**

P 4-14 "All Neighborhoods". "…development pattern is connected and inclusive…" **+**

P 4-15 “Transportive Land Use” : “wider sidewalks” +

P 4-15 “Transportive Land Use” : Physical form: Key features include…**Add “universally designed”** “accessible and inclusive spaces” **+++ —**

P 4-16 “Mix and Location of Uses:” **Add “Consider universally designed structures”**. **— —**

P 4-16 “Mix and Location of Uses: Implement managed parking” **Add “(including accessible parking)”** “such as…” **— —**

P 4-16 “Parks: Create central” **Add “accessible”** “activated public spaces” **—**

PP 4-17, 4-19, 4-21 “Concept images”: Add “**Universally designed”** enhanced pedestrian crossings” **Add: “curb cuts, ADA compliant ramps, truncated domes, and Accessible Pedestrian Signal crossings.” — — —**

P 4-18 “Mix and Location of Uses:” **Add “Consider universally designed structures”**. **— —**

P 4-18: “Mix and Location of Uses: Design…create efficient parking” **Add “(that includes accessible parking)**” **— —**

P 4-18 “Mix and Location of Uses:” **Add “Consider universally designed structures”**. **— —**

P 4-20 “Parks:Provide “ **Add “inclusive”** social gathering places. **—**

PP 4-22, 4-23 “Districts”: “Accessible facilities” **+**

P 4-26 “Parks” : “accessible to all” **+ + +**

P 4-29 and 4-33 “Concept images” **As pictured, crosswalks are not ADA compliant. — —**

PP 4-30, 4-31, 4-32 “Design and other considerations:” Add (to each): **“Consider universally designed structures”**. **— —**

P 4-34 “Building Block:…is the pulse of civic activity” **Add “creates a sense of place for all”** and …. **— —**

Chapter 5: Social and Economic Systems:

There is no discussion of accessibility, inclusion, or universal design. — — —

P 5-3 “Housing Insecurity”: **Include a statement such as “This is likely to be especially true among members of the community who identify as having disabilities.” — — —**

P 5-5 “Housing insecurity can include…” **Add “lack of ADA compliant accessible housing”** **— —**

P 5-6 “Housing Insecurity”: “Addressing Flagstaff’s racial gap” **Add “and ability”.** **—**

P 5-6 “Homelessness: **Add a statement such as “Roughly half of people experiencing homelessness have a disability with rates of homelessness 2.5 times higher for people with disabilities compared to the general population.” — — —**

P 5-8 “Housing Services and Support Programs”**: Add a statement such as “Federal law prohibits discrimination against people with disabilities in housing transactions,** **— — —**

P 5-8 “Housing Services and Support Programs”: **Add a statement “ Coordinate with federal agencies and community partners to assist people with disabilities to achieve housing stability.”** **— — —**

P5-11 Workforce Development :”support its identified sectors”**Add: “including community members with disabilities”** **— — —**

P 5-14 “Public Health”: Mental health conditions are mentioned but no mention of mental health facilities. **Add a statement including The Guidance Center, Southwest Behavioral, Terros, etc.** **+ — —**

P 5-16 “Food System…Children, Hispanic, Black, and Native American populations” **Add:“as well as members of the disability community…”** **— —**

P 5-18 Action Items: “Fund”: “potential funding sources for affordable…**” Add “and ADA accessible”** **— —**

P 5-18 Action Items: **Add: “Partner:” “Continue to partner with the U.S. Department of Housing and Urban Development in facilitating the Mainstream Vouchers program, assisting non-elderly persons with disabilities to achieve housing stability.” “Long Term”** **— — —**

P 5-18 Action Items: **Add: “Fund”: “Continue to partner with the U.S. Department of Housing and Urban Development in funding and facilitating Permanent Supportive Housing(PSH.), providing housing assistance and supportive services to households with at least one member with a disability.“**

“Long Term” **— — —**

Chapter 6: Transportation

P 6-3 Roads: " inclusive transportation" **+**

P 6-3 Active Transportation: "support regional mobility and accessibility" **+**

P 6-3 Active Transportation: …"59 miles of FUTS trails in the City." Add statement **"Some of these trails are accessible to individuals with mobility challenges or other disabilities."** **— — —**

P 6-4 Active Transportation:"Providing enhanced" **Add "universally designed"** "and grade -separated…" **— —**

P 6-4 Active Transportation: "Combinations of:" **Add "universally designed"** "enhanced crossing treatments" **— —**

P 6-6 Active Transportation: "paratransit service provide an 'ADA Guaranteed Ride Area" **Add a hyperlink and/or include in Glossary + —**

P 6-7 Transportation Findings… : "Support safety," **Add "accessibility"** " and convenience…" **— —**

P 6-8 Most Vulnerable: "vulnerable road users: people who walk," **Add "people with disabilities"**…. **— —**

P 6-9 Intelligent Transportation Systems: add to statement "ITS" Add "**and universal design" "**solutions can be employed to expand ADA accessibility" **+++ — —**

P 6-11 Safety: "**Accessible universal design** is essential in addressing the needs of the most vulnerable…" **++++**

P 6-12 Streetscapes and Parking: No mention of accessible parking. **Add statement: "The City will continue to follow the ADA federal law for the number of required accessible spaces based on the total number of parking spaces provided."** **— — —**

P 6-12. Streetscapes and Parking: Curbside: **Add statement " The City will resist use of rolled concrete curbs as they are generally non-compliant with the Americans with Disabilities Act (ADA)." — — —**

P 6-12 Streetscapes and Parking:"Improvements such as " **Add "accessible"** "multi-use trails…" **—**

P 6-13 Action (Code): "Accessibility for all…" **+**

P 6-13 Action (Plan or **Fund**): "Evaluate the use of ITS signal technology…" **Add: including the use of accessible pedestrian signals"** "to determine…" **— — —**

P 6-13 Action (Plan): "Account for all users, including pedestrians…" **Add: "people with disabilities"**… **— —**

P 6-13 Action (Fund): "Maintain streets, pedestrian paths, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and obstructions so they are safe and functional for all users, regardless of transportation mode or ability." **Add "accessible" after functional"**. **++++ — —**

P 6-13 **Add "Action (Fund): Provide accessible parking in central, convenient locations in all parking lots and managed parking plans." — — —**

P 6-13 Add "Action (Fund): Universally design and maintain more access points and trails on the FUTS so as to be ADA compliant and accessible to all users, including those with disabilities." — — —

Chapter 7: Resource Stewardship…

P 7-2 Dark Skies: "safe and efficient outdoor lighting…" **Add "ADA compliant" —**

Chapter 8: Parks…

P 8-3 Background: "Equitable access to parks considers" **Add "accessibility" — —**

P 8-3 Future Parks: " accessible and inclusive recreation" **+++**

P 8-3 Future Parks: **No mention of therapeutic recreation.** "a new master plan for parks, recreation…" **Add: "therapeutic recreation " — — —**

P 8-3 Future Parks: "Trails…Providing **Add"inclusive"** "access…" **—**

P 8-3 Future Parks: "Securing new open spaces, expanding trails,.. **Add "ensuring inclusive access"** "and…are vital to maintaining" **Add: "inclusive** " diverse recreational activities for" **Add: "all "** residents… **— —**

P 8-4 Action:Fund: Consider…fund regional park, recreation, **Add"therapeutic recreation,"** and… **— — —**

P 8-4 Action: Partner: "Create…construction of new" **Add "universally designed"** active recreational facilities" **Add "which are both accessible and inclusive…"**. **— — —**

Chapter 11: Infrastructure and Public Safety

P 11-8 Evacuation Routes: **Include a statement regarding evacuation procedures for the elderly and/or members of the disability community who may need assistance during evacuation. — — —**

P 11-9 Fire Adapted Communities: "Inclusive engagement of diverse communities" **+**

P 11-19 Action: "Educate: safe evacuation for all" : **Add a statement regarding evacuation for the elderly and/or members of the disability community who may need assistance during evacuation.**

P 11-20 Educate: "identify vulnerable residents…" **+ +**

Glossary

P G-1 "Accessible…" **+++**

P G-1 **Add: "Accessible Parking: Parking spaces complying with the Americans with Disabilities Act (ADA) that have specific features that make it easier for people with disabilities to access sites." — — —**

P G-1 **Add "ADA Guaranteed Ride Area - The geographic zone around a fixed-route public transit system where ADA-mandated complementary paratransit service must be provided." — — —**

P G-1 **Add "Accessible Housing- See Housing" —**

P G-3 Complete Streets: "including pedestrians, **Add: "people with disabilities",** bicyclists… **—**

P G-3 Curb Management: "ride-share services, pedestrians, **Add "people with disabilities"**, cyclists… **—**

P G-3 Enhanced Crossing" A "**Add "ADA compliant"** "crossing…" **—**

P G-4 "Equity…all" **+**

P G-5 "Housing": **Add "Accessible Housing refers to the construction or modification of housing to enable independent living for persons with disabilities." — — —**

P G-5 "Inclusive…" **+++**

P G-7 "Paratransit": **Add "for people with disabilities who may be unable to use standard bus services" — — —**

P G-8 "Transportation Equity: " **+ +**

P G-9 **Add "Universal Design: The practice of creating buildings, environments, products, and services to be usable by all people to the greatest extent possible, without the need for adaptation or specialized design."** **— — —**

Outlook

Butler 4th Improvement Project & call for Public Comment

From Nickswork1 <nickswork1@aol.com>

Date Tue 9/9/2025 8:01 AM

To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>; Sara Dechter <SDechter@flagstaffaz.gov>

Cc eva caruso <evarn9@aol.com>; Lindsey Autumn DeStefano <lindslydii@gmail.com>; Jeff Bauman <jbauman@flagstaffaz.gov>; Paul A. Mood <paul.mood@flagstaffaz.gov>; Khara House <Khara.House@flagstaffaz.gov>; Lori Matthews <Lori.Matthews@flagstaffaz.gov>

You don't often get email from nickswork1@aol.com. Learn why this is important

Greetings Ms. Dechter, In response to the call for Public Comment regarding the Flagstaff Regional Land Use Plan 2045 please review our correspondence below.

We the residents of Woodshire on Butler (3001 E. Butler) have great concerns regarding how close both the Roundabout and Herold Ranch Road is currently proposed to be to our development. Please see earlier correspondence to the City (Below).

Given how close (it appears it's a matter of yards) that Herold Ranch Road and the Roundabout will be from our homes on the West side of our development We the residents of Woodshire are are requesting a meeting at our site to better understand the layout of this proposal. We are having difficulty assessing the proximity of the roads to our homes and it's impact including how many tree's will be removed and how our developments parking lot will be protected from through traffic coming and going onto Herold Ranch Road onto Butler.

Could we please set a time to meet at our development and be walked through the proposal. We can be reached at (602) 332-1996

Most Sincerely,

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Nick Caruso, Eva Caruso and fellow resideints of Woodshire on Butler

Confidentiality Notice: *This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, forwarding, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Although my computer is password protected, my e-mail is not encrypted. I cannot guarantee confidentiality of email communication. If you choose to communicate*

confidential information with me via e-mail, I will assume that you have made an informed decision and agree to take the risk that e-mail may be intercepted.

----- Forwarded Message -----
From: *Nickswork1 <nickswork1@aol.com>*
To: *Eva Caruso <evarn9@aol.com>; Trevor Henry <thenry@flagstaffaz.gov>*
Cc: *Jeff Bauman <jbauman@flagstaffaz.gov>; Paul A. Mood <paul.mood@flagstaffaz.gov>; Khara House <khara.house@flagstaffaz.gov>; Lori Matthews <lori.matthews@flagstaffaz.gov>*
Sent: *Wednesday, August 27, 2025 at 05:55:41 PM MST*
Subject: *Re: Woodshire on Butler - Butler and 4th Street Project*

Hello Trevor, thank you for responding in a timely manner to our inquiry below. We the residents of Woodshire on Butler have great concerns regarding how close both the Roundabout and Herold Ranch Road will be to our development.

Specifically regarding item (c) in earlier correspondence we were assured "100%" the public road (Butler or Herold Ranch Road) will not go through the Woodshire Development. We are trying to reconcile that with "the fire lane will be shortened to a driveway that will connect to Herold Ranch Road that extends to the south" **.*

**(Again, I can say 100% the public road (Butler or Herold Ranch Road) will not go through the Woodshire Development).*

> *** the fire lane is required as a secondary access, and when the roundabout goes in, the fire lane will be shortened to a driveway that will connect to Herold Ranch Road that extends to the south.*

Given how close (it appears it's a matter of yards) that Herold Ranch Road and the Roundabout will be from our homes on the West side of our development We the residents of Woodshire are are requesting a meeting at our site to better understand the layout of this proposal. We are having difficulty assessing the proximity of the roads to our homes and it's impact including how many tree's will be removed and how our developments parking lot will be protected from through traffic coming and going onto Herold Ranch Road onto Butler.

Could we please set a time to meet at our development and be walked through the proposal. We can be reached at (602) 332-1996

Most Sincerely,

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From:	Russell Randall
To:	Regional Plan 45 Comments
Subject:	Impressions of the Regional Plan 2045 Public Hearing Draft
Date:	Thursday, September 4, 2025 7:59:28 AM
Attachments:	PDF Regional Plan 2045 Public Hearing .pdf

Friends,
Today I am addressing you as a representative of Barrier Free Flagstaff (a local disability advocacy group) as well as the Northern Az Community of Practice Transition Team (also a disability advocacy group).

Please see (attached) my impressions of the Regional Plan 2045 Public Hearing Draft.

Thank you.

Russell R. Randall M.Ed.
(he, him, his)

Northern Az Community of Practice Transition Team
Barrier Free Flagstaff (BFF)

"For we are leaders of inclusiveness and community, of love, equity, and justice." **Judith Heumann**

Flagstaff sits at the base of the San Francisco Peaks, on homelands sacred to Indigenous people throughout the region. We honor their past, present, and future generations, who have lived here for millennia and will forever call this place home.

Outlook

Flagstaff RLUP 2045 Potential Errata

From Ian Sharp <ian@jefuller.com>
Date Thu 9/4/2025 3:52 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

Some people who received this message don't often get email from ian@jefuller.com. Learn why this is important

I have an errata that I'll share. Page 11-4 cites a dam failure on Lower Lake Mary. "Dam" is a technical term, and what failed was an earthen berm, or a levee at best.

Thank you.

Ian Sharp, P.E.
Project Manager/Engineer/Hydrologist
JE Fuller / Hydrology & Geomorphology, Inc.
30 YEARS OF SERVING OUR CLIENTS AND COMMUNITIES
3111 N. Caden Court, Ste. 120 | Flagstaff, AZ 86004
Cell: 520-481-6151 | ian@jefuller.com
www.jefuller.com

To: Regional Plan Committee

From: Ian Sharp, as a private citizen, 3064 E Cold Springs Trl

RE: Regional Plan Public Hearing Review

Errata

1. Page 11-4 cites a dam failure on Lower Lake Mary. "Dam" is a technical term (as understood by the Arizona Department of Water Resources, and what failed was an earthen berm, or a levee at best. Replace "dam" with earthen berm.

Comments

1. The Flagstaff Regional Land Use Plan 2045 discusses "floodplains" in several places, mainly in the context of natural hazards, land use restrictions, and historical practices. The plan advises against development in the 100-year floodplain to reduce risk and preserve natural functions. I recommend the following:
    a. Replace 100-year with 1-percent Annual Chance Exceedance flood. This is a more accurate term and helps reduce the incorrect misunderstanding that a 100-year flood will only happen once per 100 years.
    b. Tighten the definition. Flagstaff is "undermapped". FEMA has mapped riverine streams, such as the RDF and Switzer Canyon. However, there are unmapped floodplains throughout the City, such as much of Sunnyside. FEMA could map these areas, or the City could choose to map them as an administrative floodplain. If the RLUP intends to incorporate the 1% ACE/100-year flood into its goals, it would be best to clearly define what is intended by using the 1% ACE flood. To be more clear, is 100-year floodplain the FEMA floodplain, or might it be understood to be any regulatory floodplain such as one adopted by the City?
    c. In light of the goals of infill, it should be understood that many of the areas planned for infill are going to be impacted by regulatory floodplains. If FEMA, the City, or the County conducted expanded floodplain mapping, large portions of prime infill land could be designated as floodplains, potentially conflicting with the plan's core strategy of focusing growth inward.

2. The FRLUP outlines a future in which electricity demand increases due to warming temperatures, increased adoption of EVs, and a shift away from Natural Gas

towards electrification. The P&Z Commission has already heard from one applicant that the costs for electricity have increased significantly in their apartments, with the applicant listing large data centers as part of the problem. Moving away from Natural Gas has some problems:

a. Flagstaff is vulnerable to power outages during storms. During the 2021 Texas winter storm, natural gas remained functional in many households during power cuts, preventing worse humanitarian outcomes. Maintaining 2 sources of energy helps to limit our vulnerability and to provide redundancy.
b. Flagstaff households already face high energy burdens, with low-income families spending 13 percent of their income on utilities (per page 10-5). Natural gas is typically less expensive than electricity, and this may be further exacerbated. Full electrification of heating and cooking could worsen burdens on residents.
c. The plan assumes APS can expand grid capacity and storage at the pace needed to meet surging demand. APS projects an additional 24,000 GWh statewide demand by 2040, requiring massive grid upgrades. If delayed, and if worsened by upcoming cuts to hydroelectric production, households may face energy shortages or price spikes that could be limited by maintaining natural gas.

I would like to see the RLUP move away from abandonment of natural gas and instead strive to maintain two energy sources to maintain resiliency, redundancy, and affordability.

3. I am in the camp of people who are frustrated with the City's climate goals. I recognize that I am in a minority and that the FRLUP must work towards achieving what the City has mandated. I would like to see the FRLUP be more consistent, however, in dealing with transportation, given that it puts the burden of achieving the carbon goals upon residents, while at the same time the FRLUP rightly encourages tourism, which the plan recognizes as a major contributor to regional traffic and emissions, noting that about five million people visit Flagstaff each year.

   Despite tourism's large role in traffic congestion and emissions, the plan does not provide proportional strategies for managing or mitigating visitor impacts. Instead, it suggests expanding EV infrastructure, which will likely be funded by local resources, but this would have minimal impact on reducing tourism-related emissions given the short duration and high volume of visitor trips coupled with the vast majority of

tourists driving non-electric vehicles. This imbalance places the burden of carbon neutrality disproportionately on residents, while underestimating the environmental costs of Flagstaff's tourism economy.

I propose the following be considered:

A. Tourism Transportation Impact Analysis
    a. Require the City and County to track and report the share of GHG emissions and traffic congestion attributable to visitors.
    b. Incorporate this analysis into annual carbon neutrality and housing affordability progress reports.
B. Tourism Mitigation Strategies
    a. Develop regional partnerships with Arizona DOT, National Park Service, and private tourism operators to promote regional shuttles and coordinated transit systems serving high-volume destinations (Grand Canyon, Sedona, Snowbowl).
    b. Establish incentives for tour operators and large venues to provide low-emission group transportation rather than relying on individual vehicles.
C. Equitable Cost Distribution
    a. Create a funding mechanism (e.g., tourism impact fees, lodging/car rental taxes) that ensures the cost of EV infrastructure and carbon offsets is equitably shared between residents and visitors.
    b. Dedicate a portion of these revenues to affordable housing and transit improvements for local workers, reducing displacement pressures caused by the tourism economy.
D. Plan Language Revision
    a. Amend Chapter 6: Transportation and Chapter 10: Energy and Climate Action to explicitly acknowledge that visitor transportation emissions (and potentially their lodging) must be addressed as part of the City's climate strategy, rather than treated as incidental.

4. The FRLUP falls short in addressing short-term-rentals (STRs) and second homes. I understand Arizona has preempted what can be done by the City, but there may be more that can be added to the FRLUP to address these issues. I think the FRLUP should include the following:

a. Add language to track and evaluate the effect of short-term rentals and second homes on the availability and affordability of workforce housing.
b. Consider adding language to dedicate revenues generated from short-term rentals, including transaction privilege taxes and any future impact fees, to the City's affordable housing trust fund or similar programs supporting permanent workforce housing.
c. Add language stating that Flagstaff will collaborate with other Arizona municipalities to advocate for state legislative changes that allow local governments to regulate short-term rentals in a manner that protects housing supply, neighborhood stability, and community character."
d. Consider offering development incentives (e.g., fee reductions, expedited review, density bonuses) for projects that record primary-residence deed restrictions on a share of units."

Flagstaff Regional Plan 2045

Planning and Zoning Commission

HOLDING SPACE

NO.	MAP/PAGE #	CHANGE DESCRIPTION	Recommended by	Add to Conditions	DECISION DATE	Staff Comments
1	2-8	Add a category #7 to Administrative Changes that states, "Changes to the Future Growth Illustration that match plan amendments and specific plans to the Flagstaff Regional Plan 2030 with effective dates after the adoption of the Flagstaff Regional Plan 2045 currently scheduled for October 9, 2025."	Sara Dechter	Yes	09/10/25	Recommended after a conversation with F3 where we discussed what kind of applications might be submitted between adoption and ratification.
2	Policy Map 4-9	Add a gateway designation for Fourth St and Route 66	F3	Yes	09/10/25	Support.
3	4-14	Under "All Categories," revise first guideline to "...areas already served by existing and planned infrastructure and public facilities."	F3 with edit from Commission	Yes	09/10/25	Staff recommended changing future in the comment letter to planned. F3 felt this was acceptable.
4	Future Growth Illustration	Expand the Urban Center along both sides of Milton Rd southward to W Forest Meadows St, bounded to the west/south by W Forest Meadows and including the Suburban Center parcels east of Milton Ave.	F3	Yes	09/10/25	Staff has some concern that breaking up this block to create an urban grid may take a decade or two. Other infrastructure could support urban environment over time per the HOH readiness study.
5	2-7	Revise Category 3 to "Urban Growth Boundary: Expanding the UGB to provide water and sewer services."	F3			Hold for 9/24 - The phrase proposed for deletion is intended to cover areas where wells may be failing or existing residents may be hauling.
6	4-14	Under "Public Facilities and Infrastructure," revise first guideline to make clear that it applies to any proposal that requires a development application, whether it's for new development or for an existing development/home requiring drinking water and sewer, and that they must be located within the UGB.	F3			Hold for 9/24 - the Regional Plan can only apply to certain kinds of decisions. It can be considered when the Water Services policies are updated.
7	4-14	Under "All Categories," revise first guideline to "...areas already served by existing infrastructure and public facilities while minimizing and mitigating displacement."	F3			Hold for 9/24. To be address by Housing staff at the hearing - The City has limited ability to control this on private property and it is hard to determine what is sufficient to support temporary or permanent relocation.
8	5-18	Revise 2nd high priority action item to "...to support infill development in existing neighborhoods while minimizing and mitigating displacement."	F3			Hold for 9/24. To be address by Housing staff at the hearing - The City has limited ability to control this on private property and it is hard to determine what is sufficient to support temporary or permanent relocation.
9	4-14	Under "All Categories," revise 3rd guideline to "Limit public and private green spaces that require irrigation and provide reclaimed water only for ecosystem and public recreational beneficial use."	F3			Hold for 9/24. To be discussed by Water Services staff at the hearing.
10	4-16	Add new guideline under "Design and Other Considerations": Activation of street fronts is desired. Blank or inactive walls are discouraged."	F3			Inconclusive, three neutral, three positive feelings.
11	Policy Map 4-5	Add clarity to trail alignments for properties over 400 acres.	F3			No staff recommendation - duplicated Mary Norton's comment
12	Policy Map 4-5, 4-6, 4-7	Ensure that future trail connections at Cedar/Lockett, north of FMC, and any others identified in the ATMP and other appropriate city maps are added to maps in the Regional Plan	F3			Staff clarified that the request is to add single track and neighborhood connector routes from the ATMP to the plan.

13	3-9	Revise final sentence in "Best Practices for Creating a Sense of Place" to "... used in conjunction with Guidelines for All Land Use Categories [link to 4-14]."	F3			Not necessary
14	3-9	Revise 2nd best practice to: Creating a mixed use pedestrian-oriented design at street level and creating vibrant and active civic spaces for residents, neighbors, and visitors.	F3			No staff recommendation
15	3-9	Revise 3rd best practice to "Repeating the patterns of streets, alleys, buildings, lot sizes, and civic spaces from within nearby historic districts..."	F3			This suggests adding lot sizes - To be discussed at the hearing.
16	3-9	Add new best practice: Creating walkable density within close proximity to open space.	F3			Walkable density is not a term used in the plan. Need further clarification.
17	3-9	Add new best practice: Creating fine-grained visual diversity that reduces sameness such as variation in color, style, and/or architecture.	F3			Staff is unclear what this means. There are architectural standards in the Zoning Code on how to determine and locate materials and the articulation of buildings.
18	3-9	Add new best practice: Ensuring transit access, connectivity with adjacent neighborhoods, and a comfortable pedestrian environment that provides shade and shade trees.	F3			The first two parts of transit access and connectivity are covered elsewhere in policies and guidelines. *Staff Proposed alternative: Provide for shade structures and trees in walkable areas with consideration for solar exposure in the winter.* Shade in Flagstaff equals icy sidewalk conditions.
19	3-9	Add new best practice: Providing mixed use with a concentration of missing middle housing types and commercial.	F3			Covered in other policies and guidelines
20	3-9	Add new best practice: Providing a variety of differently-sized public and private social spaces such as "public squares" where people can congregate, socialize, rest, people-watch, and enjoy life.	F3			This would be difficult to require for a small infill parcel.
21	3-1	Under "Core Priorities," revise second sentence to "...make up the declared objectives that define..."	OS Commission			No staff recommendations.
22	3-1	Under "Core Priorities," add new sentence after the first two: In applying the core priorities, the City will co-optimize housing and climate outcomes with open space, trails, and community integration to deliver equitable, health-forward, balanced neighborhoods.	OS Commission			That is the intent as written.
23	3-1	Under "Core Priorities," revise final sentence to "...should address their conformance with the core and complementary priorities."	OS Commission			This suggestion could just be deleted as it is covered in Chapter 2
24	3-7	Revise MT.5 to "Prioritize the accessibility, connectivity, and use of pedestrian..."	OS Commission			The verb "Prioritize" is a vaguer and less useful verb in this context because someone could argue that they are prioritizing connectivity while also reducing what is planned. Increase is a stronger verb for this policy.
25	3-9	Add new DP.8: Design and align the Flagstaff Urban Trail System (FUTS) within new developments to create a natural experience that interconnects neighborhoods and increases safe, low-carbon consumption access to community infrastructure.	OS Commission			Repeat of Comment 32 in a different location. The wording of this policy is inconsistent with the full breadth of FUTS contexts and uses terms that are unclear and not defined in the plan. There are locations where the FUTS is not in a natural setting such as along Route 66. A similar type of FUTs is expected along JW Powell. DP is also not the correct goal to attach this idea to. *Staff Proposed alternative: Policy TS.7: Design trail systems to provide safe and comfortable connections between trails that emphasize the natural setting and Landscapes and those that provide comfortable low carbon transportation within Neighborhoods, Districts and Centers.*
26	3-10	Revise PROS.1: Provide parks and complementary open spaces within a 10-minute walk of all residents, prioritizing underserved...	OS Commission			No staff recommendation
27	Policy Map 3-1	Add a callout or asterisk on Map 3-1: "Parks and Open Space needs are not limited to areas addressed on the map."	OS Commission			*Proposed Alternative: Map 3-1 only identifies needs for large scale parks and open spaces. Needs at a smaller geographic scale are identified in the appropriate Master Plan.*

28	3-12	Revise PROS.4: ...through interagency coordination (For example: U.S. Forest Service, State Land Department, National Park Service, Coconino County) and local trail partnerships.	OS Commission			Do not recommend adoption of this recommendation. Such lists were struck throughout the policies because they can be seen as limiting rather than illustrative in a development review context.
29	3-14	Revise OS.2: Focus the purchase, dedication, and management... natural resources, while integrating an open-space network that supports compact housing, climate action, and the 10-minute Walking Access Standard.	OS Commission			To be discussed at public hearing
30	Future Growth Illustration	Change parcel APN 106-10-003 from Suburban Center to Suburban Neighborhood.	OS Commission			Not supported by staff, there is no land use basis to make this change.
31	4-34	Under "Building Blocks: Active Transportation Plans," add final sentence: Trail design and alignment should integrate natural experiences that interconnect neighborhoods and increases safe, low-carbon access to community infrastructure.	OS Commission			Some Trails are not in natural areas and we would not want to miss trail connections in tighter infill locations. *Staff Recommended edit: Add "where appropriate" after experiences.*
32	Policy Map 4-5	Remove the "over 400 acres" distinction and combine into one category for "planned trails on private land with no property rights."	OS Commission			No staff recommendation - duplicated Mary Norton's comment
33	Policy Map 4-5 and 4-6	Revise second sentence of the disclaimer on each map to "...Future trail lines are conceptual and will be aligned through developments to meet system connectivity, enhance user experience, maintain natural corridors, and support neighborhood livability."	OS Commission			1. This list of the criteria for successful realignment is not exhaustive. 2. Staff would rather see a third sentences added to the disclaimer than the sentence revised because "system connectivity" is not specific enough. 3. The needs of the property for development and proportionality have to be considered as well.
34	Policy Map 4-5 or new policy map	Add existing and planned access points and trailheads from the previous Regional Plan Map 26E to Policy Map 4-5 or include an additional map with these access points and trailheads.	OS Commission			Staff recommends not adding existing points for readability at this map scale. Existing access points have permanent property rights already and infrastructure supporting them.
35	Policy Map 4-6	Revise the map to include trail easements across Fimbrez and Flag Mesa HOA.	OS Commission			Similar to F3 comment #12
36	Policy Map 4-7	Add disclaimer on the map that future arterial and collector roads will be incorporated into the bikeway network as they are planned as part of future development.	OS Commission			Staff Proposed Alternative: *Future streets not depicted on Maps 4-3 and 4-7 will be assigned a bikeway hierarchy classfiction administratively by the City Engineering Department.*
37	8-3	Add new sentence after the first sentence on the page: Future open spaces and parks should be placed through developments to meet system connectivity, be accessible for residents, maintain natural corridors, and support neighborhood livability. [Paragraph	OS Commission			"should" is not an appropriate verb in Chapter 8 as it is not a location for guidelines.
38	8-4	Revise first high priority action item to "Leverage available funding to negotiate for the purchase/dedication of greenfield lands for parks, open space, and trails in the John Wesley Powell Boulevard (JWP) extension area and other priority areas, to secure integrated alignments and sites." Update to "Short term."	OS Commission			That is the intent as written. Agree to update to short term.
39	8-4	Revise 2nd high priority action item to "Pursue a County and/or City bond or financing mechanisms for regional park, recreation, open space initiatives, including operations and maintenance."	OS Commission			No staff recommendation
40	8-4	Add regular action item: Develop a comprehensive tree inventory that adds native tree species, highlighting the Ponderosa pine stands, as a significant natural resource to the mapped resources section in Chapter 7, p. 7-8.	OS Commission			No staff recommendation
41	8-4	Add regular action item: Partner - Develop incentives, density bonuses, and expedited reviews, and partnerships to encourage developers to incorporate the 10-minute Walking Access Standard, FUTS connectivity targets, designate meaningful trail alignments, or designate neighborhood complementary open space or pocket parks in projects.	OS Commission			Staff does not recommend creating zoning code incentives for open space as they may compete with existing incentives for sustainibility and housing.

42	8-4	Add regular action item: Plan - Conduct a code analysis to provide insight on how best to update or develop code or zoning tools to assist in the dedication of trail corridors, complementary open space, and pocket parks.	OS Commission			The underlying issue is not the code but the available funding for purchasing lands for parks and open space.
43	11-4	Page 11-4 cites a dam failure on Lower Lake Mary. The word "Dam" should be replaced or have a footnote that clarifies it was earthen berm, or a levee that failed at Lake Mary.	Ian Sharp			Support - Confirmed with Ed Schenk in Stormwater and Daniel Kelly in Emergency Management
44	Throughout	Replace "100-year floodplain" with "1-percent Annual Chance Exceedance flood"	Ian Sharp			See Comment 45
45	G-1	Add to glossary - "1-percent Annual Chance Exceedance flood" or "100-year floodplain" and clarify whether the definition includes only FEMA floodplains or other regulatory floodplains adopted by the City.	Ian Sharp			Floodplain is a term used throughout the plan in a number of different contexts. It does not always refer to the 100 year floodplain. Staff recommends keeping the language as is and adding a subcategorized definition to the Glossary, such as: Floodplain: an area that floods seasonally, sometimes associated with a riparian area 1. Special Flood Hazard Area -.... 2. 1% annual change of flooding or 100-year floodplain..... 3. 0.2% annual chance of flooding or 500-year floodplain....
46	4- or 11-	Address conflict between infill and floodplain regulations.	Ian Sharp			It is true that most infill would be in a floodplain but that doesn't mean it isn't possible, it just means that it will be expensive. This could be clarified in the background text.
47	3- and/or 10-	Revise the plan to move away from abandonment of natural gas and instead strive to maintain two energy sources to maintain resiliency, redundancy, and affordability.	Ian Sharp			Making this change would make the proposed out of policy alignment with the Carbon Neutrality Plan page 97
48	6- and/or 10-	Add requirement that the City and County track and report the share of GHG emissions and traffic congestion attributable to visitors. Incorporate this analysis into annual carbon neutrality and housing affordability progress reports.	Ian Sharp			This is something we have not developed but may be developed as part of the Streets Master Plan. Not an appropriate addition to the Regional Plan
49	6-13	Add: Develop regional partnerships with Arizona DOT, National Parks Service, and private tourism operators to promote regional shuttles and coordinated transit systems serving high-volume destinations (Grand Canyon, Sedona, Snowbowl).	Ian Sharp			Outside the scope of the plan
50	6- and/or 10-	Add: Establish incentives for tour operators and large venues to provide low-emission group transportation rather than relying on individual vehicles.	Ian Sharp			Outside the scope of the plan
51	5- and/or 10-	Add: Create a funding mechanism (e.g., tourism impact fees, lodging/car rental taxes) that ensures the cost of EV infrastructure and carbon offsets is equitably shared between residents and visitors. Dedicate a portion of these revenues to affordable housing and transit improvements for local workers, reducing displacement pressures caused by the tourism economy.	Ian Sharp			Staff needs more information on the intent of this comment. Is the commenter Ian referring to carbon offsets that the City can purchase, or is he referring to carbon dioxide removal processes/ mechanisms/ infrastructure that actually remove carbon from the atmosphere?
52	6- and 10-	Amend Ch.6 and Ch.10 to explicitly acknowledge that visitor transportation emissions (and potentially their lodging) must be addressed as part of the City's climate strategy, rather than treated as incidental.	Ian Sharp			This is more appropriate for the Carbon Neutrality Plan as it is not a measurable land use issue.
53	5-	Add language to track and evaluate the effect of short-term rentals and second homes on the availability and affordability of workforce housing.	Ian Sharp			DP.5 covers this to the best of our current legal ability. Lobbying is outside the scope of the plan.

54	5-	Consider adding language to dedicate revenues generated from short-term rentals, including transaction privilege taxes and any future impact fees, to the City's affordable housing trust fund or similar programs supporting permanent workforce housing.	Ian Sharp			Outside the scope of the plan.
55	5-	Add language stating that Flagstaff will collaborate with other Arizona municipalities to advocate for state legislative changes that allow local governments to regulate short-term rentals in a manner the protects housing supply, neighborhood stability, and community character.	Ian Sharp			Outside the scope of the plan.
56	5-	Consider offering development incentives (e.g. fee reductions, expedited review, density bonuses) for projects that record primary-residence deed restrictions on a share of units.	Ian Sharp			This is already being considered by the LASS-CAP
57	3-4	Revise PK.3 to "Pursue public parking and related operations and maintenance to support reductions in private parking and promote affordability."	Mary Norton			Council already has supported this policy through other decisions. The purpose of this policy is to provide support for the reconsideration of the winter parking ordinance. The proposed language does not reflect that intent clearly and could lead to disagreement on the implementation.
58	6-13	Revise first high priority action item to "... to allow for parking and multimodal travel." (Remove year-round, on-street).	Mary Norton			Council already has supported this policy through other decisions. The purpose of this policy is to provide support for the reconsideration of the winter parking ordinance. The proposed language does not reflect that intent clearly and could lead to disagreement on the implementation.
59	Policy Map 4-4	Add more specific street connections for "area subject to future connectivity study" on Symmetry and Little America properties.	Mary Norton			The location and need for street connections on these properties is currently unknown.
60	Policy Map 4-5	Revise map to remove distinction between private land under and over 400 acres.	Mary Norton			No staff recommendation - this was the direction from the May 2 retreat.
61	Policy Map 4-7	Add planned bikeways on the Symmetry state land parcel and Little America parcels.	Mary Norton			The location and need for street connections on these properties is currently unknown. Staff has recommended bikeways language to ask for new routes to be assigned a classification administratively.
62	7-10, 7-11, or 7-12	Add map data for Ponderosa pines to Information Maps 7-2 and 7-3 or add an action item on gathering this data.	Mary Norton			This data is currently unavailable but can be added in the future if it does become available at a scale that can be accurately reflected at the City or Regional level.
63	10-7	Revise 3rd regular action item to "... further implement net-zero-ready energy standards."	Mary Norton			"net-zero-ready" is already required in the Building Code.
64	1-12, 2-4, 3-1	Make the six priorities have equal weight. Change Ch.2/Ch.3 language so that 3 priorities must be supported by a proposal for plan amendment.	Ian Sharp			No staff recommendation. This alternative approach could be done quickly so long as there are no new priorities and we don't try and reorganize the policies.
65	Policy Map 4-6	Regional Trails Plan. Came from regional trails strategy. Concerned about unauthorized trails included. The trails in the trails plan are on forest service land but have not been approved by the FS. Also trails on the Navajo Nation. These trails were not in the strategy that the plans data comes from. Request is that the map is updated to remove unauthorized trails from the Regional Plan.	Mike Popejoy (in person comment)			*Staff recommends updating the existing trails in the Regional Trails map and leaving the planned trails that have not yet been authorized (for example, the Dry Lake Hills). Because the Observatory Mesa Trails Plan was recently adopted, the map should also be updated to reflect that document. also recommend adding the short statement form the FTI that " Inclusion on this map does not imply formal approval for any individual projects."*
66	9-8	Define GPCD (used in Figure 9-4) and add to Acronyms and Abbreviations list	Charity Lee			Add by staff - Staff concurs. This got missed.
67	G-7	Revise the Paratransit definition to add "for people with disabilities who may be unable to use standard bus services."	Russell Randall			Add by staff - Good addition staff recommends this edit.

Other Public Comments Not included in Holding Space with Staff Responses

NO.	MAP/PAGE #	CHANGE DESCRIPTION	Recommended by	Add to Conditions	DECISION DATE	Staff Comments
	5-18	Add discussion of accessibility and inclusion in action items, specifically related to the Sense of Place guidelines.	Russell Randall			Needs more specificity
		Add discussion of universal design throughout the plan	Russell Randall			Needs more specificity
		Update maps and charts to be accessible for people with vision impairments. Add patterns, textures, labels, or icons, and increase font size.	Russell Randall			This will be done as part of the interactive map creation. The complexity and scale of the print maps do not allow for this to be easily achieved.
	5-	Add discussion of accessibility and inclusivity to Ch.5	Russell Randall			Staff will need more specifics to address this comment.
	G-	Add disability-related terms to the glossary	Russell Randall			Staff will need more specifics to address this comment. The Glossary should only include terms that are used in the plan with a specific meaning in the plan or those needed for understanding.
	3-9	Add "accessible" to Goal DP: ...support attainable, accessible housing..."	Russell Randall			No staff recommendation
	3-10	Add "accessible" to Goal TS: ...an inclusive, safe, accessible...	Russell Randall			The same comment was submitted by the CIAL in December 2024 and staff added accessibility to Policy TS.1 in response.
	3-15	Add "accessible and inclusive pathways" to HE.3	Russell Randall			The same comment was submitted by the CIAL in December 2024. Staff revised Goal HE to read "...diverse economy for all..."
	4-6	Under "Livability & Attainability," revise first sentence to read "...aims to create a more livable, inclusive, and affordable Region by encouraging more compact, diverse, and universally designed housing types."	Russell Randall			The same comment was submitted by the CIAL in December 2024. Staff did not make changes, because accessibility was not measured in the scenario planning exercise.
	4-15	Under "Physical Form," update last sentence to "...universally designed accessible and inclusive spaces."	Russell Randall			No staff recommendation
	4-16	Add a new guideline under "Mix and Location of Uses" stating "Consider universally designed structures."	Russell Randall			This is not written as a guideline. Universal design structures may always be considered. It is not a necessary statement in the plan.
	4-16	Update last guideline under "Mix and Location of Uses" to "Implement managed parking (including accessible parking)..."	Russell Randall			A similar comment was submitted by the CIAL in December 2024. Staff added Policy PK.4 on accessible parking.
	4-16	Update first guideline under "Parks" to "Create central, accessible, and activated public spaces."	Russell Randall			No staff recommendation
	4-17, 4-19, and 4-21	Update pedestrian crossing label to "Universally designed enhanced pedestrian crossings with curb cuts, ADA compliant ramps, truncated domes, and Accessible Pedestrian Signal crossings."	Russell Randall			The same comments were submitted by the CIAL in December 2024. Staff did not add this language because it is overly specific.
	4-18	Add a new guideline under "Mix and Location of Uses" stating "Consider universally designed structures."	Russell Randall			This is not written as a guideline. Universal design structures may always be considered. It is not a necessary statement in the plan.
	4-18	Update guideline under "Design and Other Considerations" to "...create efficient parking (that includes accessible parking)..."	Russell Randall			A similar comment was submitted by the CIAL in December 2024. Staff added Policy PK.4 on accessible parking.
	4-20	Update first guideline under "Parks" to "Provide inclusive social gathering places"	Russell Randall			No staff recommendation
	4-29, 4-33	Revise Neighborhood Commercial and Neighborhood Infill illustrations to make sidewalks ADA compliant.	Russell Randall			There is no more funding to update the drawings.

	4-30, 4-31, 4-32	Add a new guideline under "Mix and Location of Uses" stating "Consider universally designed structures" for Urban, Suburban, and Rural Neighborhood.	Russell Randall			Topography in Flagstaff and the limitations of grading sites in the Zoning Code to retain nautral terrain would make implementation of universally designed structures in all neighborhoods challenging.
	4-34	Under "Great Streets and Gateways," update the second sentance to "...pulse of civic activity, creates a sense of place for all, and...	Russell Randall			No staff recommendation
	5-3	Under "Housing Insecurity," add a statement such as "This is likely to be especially true among members of the community who identify as having disabilities."	Russell Randall			No staff recommendation
	5-5	Revise first sentence "Housing insecurity can include..." to add "lack of ADA compliant accessible housing."	Russell Randall			No staff recommendation
	5-6	Revise first sentence to "Addressing flagstaff's racial and ability gap in access to housing..."	Russell Randall			No staff recommendation
	5-6	Add statement such as "Roughly half of people experiencing homelessness have a disability with rates of homelessness 2.5 times higher for people with disabilities compared to the general population."	Russell Randall			No staff recommendation
	5-8	Add statement such as "Federal law prohibits discrimination against people with disabilities in housing transactions."	Russell Randall			No staff recommendation
	5-8	Add statement "Coordinate with federal agencies and community partners to assist people with disabilities to achieve housing stability."	Russell Randall			No staff recommendation
	5-11	Revise the last sentence before the call-out box to "...support its identified sectors including community members with disabilities when those efforts..."	Russell Randall			"Identified sectors" refers to sectors of the economy, not sectors of the community.
	5-14	Add mention of mental health facilities including The Guidance Center, Southwest Behavioral, Terros, etc.	Russell Randall			No staff recommendation
	5-16	In the second paragraph, revise fourth sentence to "Children, Hispanic, Black, and Native American populations, as well as members of the disability community, suffer from..."	Russell Randall			No staff recommendation
	5-16	Update the third high priority action item to "... potential funding sources for affordable and ADA accessible housing..."	Russell Randall			No staff recommendation
	5-18	Add Action Item: Continue to partner with the U.S. Department of Housing and Urban Development in facilitating the Mainstream Vouchers program, assisting non-elderly persons with disabilities to achieve housing stability. (Partner / Long Term)	Russell Randall			No staff recommendation
	5-18	Add Action Item: Continue to partner with the U.S. Department of Housing and Urban Development in funding and facilitating Permanent Supportive Housing (PSH), providing housing assistance and supportive services to households with at least one member with a disability. (Fund / Long Term)	Russell Randall			No staff recommendation
	6-3	In the last paragraph, following the first sentence, add "Some of these trails are accessible to individuals with mobility challenges or other disabilities."	Russell Randall			No staff recommendation
	6-4	Revise first sentence to "Providing enhanced, universally designed, and grade-separated crossings..."	Russell Randall			No staff recommendation
	6-4	Revise 3rd sentence to "Combinations of universally designed enhanced crossing treatments..."	Russell Randall			No staff recommendation
	6-6	In second paragraph, add a link for "ADA Guaranteed Ride Area" or include in the glossary and link.	Russell Randall			No staff recommendation
	6-7	Change second bullet to "Support safety, accessibility, and convenience for the most vulnerable road users."	Russell Randall			This refers to what the Preferred Scenario achieves and accessibility was not measured.

	6-8	Under "Safety and Convenience," revise the first sentence to "...vulnerable road users: people who walk, ride, roll, and use transit and people with disabilities."	Russell Randall			No staff recommendation
	6-9	In ITS box, revise last sentence to "ITS and universal design solutions can be employed to..."	Russell Randall			UD is not relevant to this paragraph
	6-12	Add statement "The City will continue to follow the ADA federal law for the number of required accessible spaces based on the total number of parking spaces provided."	Russell Randall			There are may places the Regional Plan could make a similar statement but does not. Following existing law is a given.
	6-12	In the fourth paragraph, add statement "The City will resist the use of rolled concrete curbs as they are generally non-compliant with the Americans with Disabilities Act (ADA)."	Russell Randall			Too specific
	6-12	Revise the last sentence to "...multimodal improvements such as accessible multi-use trails..."	Russell Randall			This is not true of all multiuse trails and is not a necessary modifier for a background section.
	6-13	Revise 4th regular action item to "Fund" and "Evaluate the use of ITS signal technology, including the use of accessible pedestrian signals, to determine..."	Russell Randall			No staff recommendation
	6-13	Revise 12th regular action item to "Account for all users, including pedestrians, people with disabilities..."	Russell Randall			all means all
	6-13	Revise 13th regular action item to "... safe, functional, and accessible for all users..."	Russell Randall			No staff recommendation
	6-13	Add Action Item: Provide accessible parking in central, convenient locations in all parking lots and managed parking plans."	Russell Randall			No staff recommendation
	6-13	Add Action Item: Universally design and maintain more access points and trails on the FUTS so as to be ADA compliant and accessible to all users, including those with disabilities."	Russell Randall			Too specific. This concept is covered In the ATMP.
	7-2	Under "Dark Skies," revise the fourth sentence to "...safe, efficient, and ADA compliant outdoor lighting..."	Russell Randall			The same comment was submitted by the CIAL in December 2024. Staff did not make changes on the grounds that "safe" covers ADA compliance.
	8-2	Revise the 3rd sentence to "Equitable access to parks considers accessibility and both..."	Russell Randall			accessibility is part of the quality of parks.
	8-3	Revise the 2nd sentence to "...a new master plan for parks, recreation, therapeutic recreation, open spaces, and community events..."	Russell Randall			This suggestion would mischaracterize how the plan will be scoped
	8-3	Revise the 4th paragraph, 2nd sentence to "Providing inclusive access to parks..."	Russell Randall			No staff recommendation
	8-3	Revise the 4th paragraph, last sentence to "Securing new open space, expanding trails, ensuring inclusive access, and acquiring park lands are vital to maintaining inclusive, diverse recreational activities for all residents..."	Russell Randall			No staff recommendation
	8-4	Revise 2nd high priority action item to "...fund regional park, therapeutic recreation, and open space..."	Russell Randall			A similar comment was submitted by the CIAL in December 2024. Staff did not make changes, as recreation programming is outside the scope of the Regional Plan.
	8-4	Revise 4th regular action item to "... construction of new universally designed active recreational facilities which are both accessible and inclusive..."	Russell Randall			A similar comment was submitted by the CIAL in December 2024. Staff did not make changes, as recreation programming is outside the scope of the Regional Plan.
	11-8	Under "Emergency Communications and Evacuation Routes," add a statement regarding evacuation procedures for the elderly and/or members of the disability community who may need assistance during evacuation.	Russell Randall			This is outside the scope of the plan and is addressed in operational plans.
	11-9	Revise the 8th regular action item to add a statement regarding evacuation for the elderly and/or members of the disability community who may need assistance during evacuation.	Russell Randall			This is outside the scope of the plan and is addressed in operational plans.

	G-1	Add to glossary - Accessible Parking: Parking spaces complying with the Americans with Disabilities Act (ADA) that have specific features that make it easier for people with disabilities to access sites.	Russell Randall			The rule of thumb for the glossary was not to define words that could be easily looked up online and that did not have unique meaning within the document.
	G-1	Add to glossary - ADA Guaranteed Ride Area: The geographic zone around a fixed-route public transit system where ADA-mandated complementary paratransit service must be provided.	Russell Randall			This is described in the sentence and only used once in the document
	G-1, G-5	Add to glossary - Accessible Housing: Accessible Housing refers to the construction or modification of housing to enable independent living for persons with disabilities.	Russell Randall			This term is not used in the plan
	G-3	Revise the Complete Streets definition to "including pedestrians, people with disabilities, bicyclists..."	Russell Randall			people with disabilities are pedestrians, cyclists drivers etc.
	G-3	Revise the Curb Management definition to "...pedestrians, people with disabilities, bicyclists..."	Russell Randall			people with disabilities are pedestrians, cyclists drivers etc.
	G-3	Revise the Enhanced Crossing definition to "An ADA compliant crossing that..."	Russell Randall			All street crossings are required to be ADA accesible. This is therefore an unnecessary modifier
	G-7	Revise the Paratransit definition to add "for people with disabilities who may be unable to use standard bus services."	Russell Randall			Good addition staff recommends this edit.
	G-9	Add to glossary - Universal Design: The practice of creating buildings, environments, products, and services to be usable by all people to the greatest extent possible, without the need for adaptation or specialized design.	Russell Randall			The rule of thumb for the glossary was not to define words that could be easily looked up online and that did not have unique meaning within the document.
	Policy Map 4-5	Remove the planned FUTS trail marked on the north side of the property at 2568 N San Francisco St.	Bill Charles			This trail has been on City maps more than a decade and the City would still like to acquire single track acces on this or a nearby property.
	1-12	Make Open Space and Sustainability the top priorities	Diana Roy			This would be difficult to implement at this point in the process and would not reflect the plurality of public comments
	Policy Map 4-5	Change the planned FUTS from purple to yellow on the HOA-owned property where the FUTS connects to N Lake Hills Dr	Bob Marostica			Martin clarified via email to the commenter that the planned FUTS is on a City-owned parcel, so the color should not be changed.
	5-	Add proposals for advancing research and technology businesses or exploring other ways to attrach high-tech companies and high-paying jobs.	Tom Pearson			No staff recommendation
	6-	Given the plan's focus on multimodal transportation, add information on the impact of growing accident rates or the hazards of multimodal transportation in harsh winter conditions.	Tom Pearson			No staff recommendation
	10-	Add an analysis of the dangers of electric-only heating in our cold winter climate. Prolonged power outages in winter will pose a significant threat to residents in homes heated solely by electricity.	Tom Pearson			No staff recommendation
		Include in the plan that we need a new historic inventory.	Gwen Groth			Funding and timing of this needs to be part of the Historic Preservation Action Plan that is already in the action items
		Housing and density are big issues. People come here for the environment. For questions on animals, AZGFD is the resource, but there is no similar resource for plants. Invasive weeds are well represented in the draft. Currently they are a nuisance but not overwhelming. If we let it go to landscape scale it will become overwhelming. As we increase density, we need someone strongly representing the positive side of plants for beautification. The best way to defeat invasive plants is a healthy community of native plants. Proposing a single position to coordinate invasive and native plants. Will send in specific edits.	Sat Best (in person comment)			The landscaping code contains the correct level of detail for addressing native plants and already limits non native plants in commercial landscaping.

		Concerned with housing and regulations for infrastructure, and Carbon Neutrality Plan. Have sent in comments already.	Sean Golliher (in person comment)			No staff recommendation
		Instead of using recycled water, use primary water.	Sean Golliher (in person comment)			Reclaimed water is part of the overall water porfolio for the Region.
		Instead of renewable energy, use volcanic energy. Use natural gas. The renewable power grid will not work with expected load, unless nuclear plants are built. Bring back coal plant as natural gas.	Sean Golliher (in person comment)			Geothermal energy is considered renewable per Cahpter 10 and Goal E
		Look at reclamation. Concerned with disposal of toxic chemicals and effects on water/food supply.	Sean Golliher (in person comment)			Reclaimed natural gas is included in the Energy Chapter based on discussions with Unisource.
		Inclusivity has negative connotations in the political environment and may have legal issues.	Sean Golliher (in person comment)			No staff recommendation
		Scrap the carbon neutrality part and go back to the drawing board.	Sean Golliher (in person comment)			The Carbon Neutrality Plan is an adopted policy of the City of Flagstaff and staff has followed Council direction to include it.
		What is the logic of the county island? What is the criteria of the county island? They seem silly.	Michael Martin (in person comment)			Answered during hearing that County islands and some pennisulas are eligible for annexation with property owner requests and consideration of infrastrucutre.
		Does your plan consider annexation of Timberline, Fernwood, Doney Park? What impact will it have on our property taxes, lot size, size of properties?	Diane Martin (in person comment)			No. Addressed in hearing
		Glad to see Sense of Place and discussion of universal design. Add more mentions of accessibility, inclusion, and universal design in the action items.	Russell Randall (in person comment)			See other comments by speaker
		Maps should be made accessible.	Russell Randall (in person comment)			See other comments by speaker
		Add discussion of accessibility in Ch.5 and in connection to housing.	Russell Randall (in person comment)			No staff recommendation
		Add accessibility-related terms in the glossary.	Russell Randall (in person comment)			See other comments by speaker
		Add on accessibility and compliance in connection to the trail system, especially in action items.	Russell Randall (in person comment)			This is a complicated requrest that is addressed in more detail in the ATMP.
		Add discussion of therapeutic recreation.	Russell Randall (in person comment)			This is too specific
		Plan is missing practical implementation of policies. Coconino County does not have a building and engineering dept. Would like to see more information on how the implementation of policies affect property owners.	James Keene (in person comment)			Addressed at hearing. Coconino County does have engineering staff in Public Works and Community Development
		Support core and complementary priorities, would like to see them treated in a balanced matter, considering complementary priorities as well as core.	Michele James (in person comment)			No staff recommendation
		Recommend plan language be modified to clarify that water/sewer service shall not be provided outside the UGB.	Michele James (in person comment)			Staff will address in public hearing

		Best Practices for Creating a Sense of Place should be expanded with details in written comments.	Michele James (in person comment)			See other comments by speaker
		Submitted a recommendation letter with 18 recommendations. Open space should be better integrated into the plan given the core priorities.	Jaclyn Thomas (in person comment)			See other comments by OS Commission
		Policies should be balanced, such as OS.2 - recommend revising.	Jaclyn Thomas (in person comment)			See other comments by OS Commission
		Ensure that projects include parks, open spaces - suggest mapping updates and revisions to better identify open space needs.	Jaclyn Thomas (in person comment)			See other comments by OS Commission
		Request correction to FGI to prevent the loss of an wildlife corridor, where a Suburban Center is currently designated.	Jaclyn Thomas (in person comment)			No staff recommendation
		The maps are incredibly hard to see for visually disabled people. Have closed captioning on for meetings.	Rachel Simukonda (in person comment)			See other comments by speaker
		Martin Ince hit it out of the park with Buffalo Park and Along Fourth St, appreciate accessibility and trail width.	Rachel Simukonda (in person comment)			No staff recommendation
		Since this is a long term regional plan, I'm hoping there is nothing that would block the possibility of lightrail or passenger rail in the future? Has it been considered? Does the Regional Plan get in the way?	Taylor Serge (in person comment)			No staff recommendation
		Submittals for trails across Canyon del Rio should match current submittals. Include disclaimer language for private properties on Map 4-6.	Charity Lee (in person comment)			Submittals have not yet been approved and have not been incorporated.
		Policy Maps 4-3 and 4-4 show roads on Juniper Point and Canyon del Rio that should be removed or downgraded to minor collectors.	Charity Lee (in person comment)			Submittals have not yet been approved and have not been incorporated.
		There is no implementation plan. There are goals and policies, but no explanation of how they will be carried out	Charity Lee (in person comment)			Chapters 5-11 have the action items
		Suggest removal of Natural resources bullet #2.	Charity Lee (in person comment)			Staff diagrees with this comment as the City and County Codes disucss natural resources and the primary reason for cluster development
		Could not tell on some properties, what color they were. Sharkbite was not clear - Rural Neighborhood or Suburban Corridor. Suburban Neighborhood would like to see density range 2-29.	Charity Lee (in person comment)			No staff recommendation
		Does the City's Regional Plan have an Implementation Plan? We should look at incorporating this into the plan.	Charity Lee			Chapters 5-11 have the action items
	Future Growth Illustration	Is the Shark Bite (APN 105-10-176) shown as a Rural Neighborhood on Map 4-1? It's hard to tell if it's Suburban Corridor or Rural Neighborhood.	Charity Lee			It is Suburban Corridor
	4-11 to 4-13	Suburban Neighborhood should be 2-29 dwelling units per acre	Charity Lee			No staff recommendation
	4-14	Revise first guideline under "All Neighborhoods" to "Attainable and affordable housing units should be dispersed throughout neighborhoods."	Charity Lee			No staff recommendation
	4-14	Replace 3rd guideline under "All Neighborhoods" with: Encourage connectivity and inclusivity in neighborhood designs.	Charity Lee			The commenter may have meant inclusivity instead of exclusivity. Staff does not recommend this change because the vague language on gated communities in the current plan has been insufficient to discourage them.

	4-14	Clarify 2nd guideline under "Public Facilities and Infrastructure."	Charity Lee			Staff has a clear idea of what this means as the language was carried forward from the current plan.
		Would like plan to be more accessible to the general public, for people who do not have the time, education. Think about the average person.	Jean Christy (in person comment)			Staff wil prepare educational and supplemental products after approval. A spanish version of Chapter 3 and executive summary will also be prepared.
		My family has been here for generations and some of the unauthorized trails have been walked for a long time.	Jean Christy (in person comment)			No staff recommendation
		Related to sustainability, Flagstaff is unique, should not be compared to other cases, for example New York, Minnesota, or the parking situation in Rome.	Jean Christy (in person comment)			Staff uses case studies and research to learn what other cities in similar circumstances have tried and what has or has not been successful
		What are the implications for this project on current homeowners and the land that we own? Is there any chance that the city will be minimizing the land that we own? Do I have to worry about my property lines being encroached on?	Sara Hall (in person comment)			Addressed at public hearing
	Policy Map 4-3, 4-4	Remove Harold Ranch Road planned minor collector road. It is not anticipated that this will be a collector road.	Charity Lee			Submittals have not yet been approved and have not been incorporated.
	Policy Map 4-3, 4-4	Remove Fourth Street minor collector road. This collector is no longer needed since JWP Blvd is now planned through Canyon Del Rio.	Charity Lee			Submittals have not yet been approved and have not been incorporated.
	Policy Map 4-3, 4-4	Remove planned minor collector road in Juniper Point. It is not yet determined that Juniper Point will require a collector road.	Charity Lee			Submittals have not yet been approved and have not been incorporated.
	Policy Map 4-3, 4-4	Change San Francisco Peaks Parkway in Juniper Point and State Land from a major collector to a minor collector. This road is currently planned as a minor collector.	Charity Lee			Submittals have not yet been approved and have not been incorporated.
	Policy Map 4-5	Update planned trails across Canyon Del Rio to match recent development plan submittals.	Charity Lee			Submittals have not yet been approved and have not been incorporated.
	Policy Map 4-6	Make the map easier to read and include private property in the disclaimer language on the depiction of the trails.	Charity Lee			The State land disclaimer is different than the private land disclaimer on Map 4-6 because of legal differences in the access and management of those lands.
	Throughout	Add in-text definitions for acronyms used throughout the document. Move the Acronyms and Abbreviations page in front of the Glossary pages.	Charity Lee			Typically in the plan, acronyms are defined only on first mention and then abbreviated afterwards. Often hyperlinks are provided to the glossary and a full list of acronyms is provided for reference.
	6-2, 6-3	Define ATMP in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of ATMP is on p. 2-5. Defintions are not provided in text but are hyperlinked.
	6-3	Define VMT in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of VMT is on p. 3-7.
	6-10	Define CCHHS in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of CCHHS is on p. 5-14.
	6-11	Define "single-occupancy vehicle demand" in the glossary	Charity Lee			This phrase only appears once in the plan, so recommend revising the sentence instead.
	6-13	Define CIP in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of CIP is on p. 2-1.
	7-2	Define JLUS in text and in the glossary	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of JLUS is on p. 3-12.
	7-4	Define AZGFD in text and in the glossary	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of AZGFD is on p. 1-4.

	7-9, G-, R-3	Define the habitat linkages data and provide the web address in References.	Charity Lee			The link is included in the References under "Metadata..." but could be relabeled to include the phrase "wildlife linkages."
	7-8	Define Anderson Mesa IBA in text	Charity Lee			The acronym is defined on p. 7-4 - further clarification needed?
	R-3	Include the web address for the State Wildlife Action Plan in the References	Charity Lee			No staff recommendation
	R-3	Include the web address for the Wildlife Fiendly Fencing Guidelines in the References	Charity Lee			No staff recommendation
	9-5	Define CWS in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of CWS is page 9-1.
	G-11	Include FHA in Acronyms and Abbreviations	Charity Lee			FHA is not used in the plan. FHWA (federal highway administration) and SFHA (special flood hazard area) are both used and in the acronym list already.
	G-	Include Active Management Areas and Irrigation Non-Expansion Areas in the glossary.	Charity Lee			These terms are defined on the ADWR website
	9-8	Define GPCD (used in Figure 9-4) and add to Acronyms and Abbreviations list	Charity Lee			Staff concurs. This got missed.
	Information Map 9-2	Clarify map to explain the status of wells in the gray area.	Charity Lee			The Map is only for community and water system level wells. Private wells are not mapped
	10-1	Define EVs in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of EVs is p. 6-11.
	10-2	Define ACC in text	Charity Lee			Typically in the plan, acronyms are defined only on first mention. The first mention of the ACC is p. 9-1.
	11-1	Define NOFS in text	Charity Lee			Typically in the plan, acronyms are definedo nly on first mention. The first mention of the NOFS is p. 3-12.
	6-8, 6-1, G-	Add "vulnerable road users" to the glossary and use the FHWA definition: "non-motorists... people walking, bicycling, using mobility aids (such as wheelchairs), or using most micro-mobility devices (whether motorized or not)." Clarify existing in-text definitions in Ch. 6.	FBO			No staff recommendation
	3-10	Revise TS.1 to "Prioritize accessibility for and the safety of vulnerable road users as the primary consideration..."	FBO			No staff recommendation
	Policy Maps 4-5, 4-6	Add "planned forest access" icons to the maps, as show in FRP2030 (Map 26e)	FBO			No staff recommendation
	Policy Maps 4-5, 4-6	Include the most robust representation of trails, both FUTS and the surrounding Forest Service and County systems	FBO			Unclear what steps will be
	Policy Maps 4-5, 4-	Add clear labeling for all segments of the Arizona National Scenic Trail and Flagstaff Loop Trail	FBO			Staff agrees. This can be updated
		Revise plan to discourage narrower streets	Jean Christy			This is not consistent with climate action or recent safety research.
		Revise plan to ensure that parking requirements are not reduced to 1 per residential property.	Jean Christy			This is too specific
	Policy Map 4-6	Remove unauthorized trails from the trails shown as "existing" in the Regional Trails Plan map. The unauthorized trails include the following: trails in sensitive wildlife habitat especially in the Fort Valley and Mount Elden/Dry Lake Hills areas; unauthorized trails slated for naturalization/closure in the Mount Elden/Dry Lake Hills NEPA decision; unauthorized trails on land owned by the Navajo Nation in the Dry Lake Hills.	Mike Popejoy			Staff disagrees as stated during public hearing #1

	Policy Map 4-6	Include with the map language from the April 9, 2020 letter from the Coconino National Forest Supervisor regarding the 2020 Flagstaff Regional Trail Strategy, which states that the Forest Service has not provided authorization to proceed with construction or implementation of any proposed projects, and that specific projects will require more in-depth, site-specific environmental review and/or analysis under the National Environmental Policy Act before they can be implemented.	Mike Popejoy			Can add disclaimer to Regional Trails map
	7-2	Coordinate invasive **and native** plant plans, programs, and resources with regional, state, tribal, and federal partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and Local Fire Districts because of their impact on fire risk throughout the Region.	Sat Best (written comment)			Native plants is too broad.
	3-13	Prevent, inventory, treat and remove invasive plant species ~~to~~ **and** preserve native plant communities **to** preserve indigenous cultural practices, and reduce the risk of uncharacteristic wildland fires.	Sat Best (written comment)			Native plants is too broad.
	3-14	~~Avoid excavation below the tree canopy when trees are being preserved~~ **Avoid unnecessary top soil disturbance, damage to native plants and excavation under retained tree canopies** on sites under construction	Sat Best (written comment)			The proposed changes make this practice well beyond the capability of staff to implement. The term native plants is too broad it would include common grasses and the City Code already has steep slope requirements. We may not have the information to assess this as part of aplan amendment or rezonign case, especially if it is a concept rezoning.
	3-13	**Use native and non-invasive plants in robust landscaping standards that will retain community character as building density and building heights increase.**	Sat Best (written comment)			The City's landscaping stanards already do this. It is not necessary.
	3-13	**Develop responsible tourism programs that will educate area visitors about our regional environment, recent history and indigenous history and encourage them to respect and protect area resources.**	Sat Best (written comment)			This is outside the scope of the plan as it is not a land use issue. It is already addressed in the County Comprehensive Plan as well. Staff would not be able to include provision of this type in a zoning case.
	Policy Map 4-6	if the map shows any illegally built (AKA "unauthorized") trails, these should be removed; otherwise the implication is that these trails are part of the regional plan and are authorized and open for legal use. Most of these trails are likely on USFS land.	Jen Blue			Staff recommends a discalimer be created for the map. An interactive map can be created with more details but names would not be visible at this scale.
	Poicy Map 406	is there language in the plan that details the USFS requirements for environmental review and analysis under the National Environmental Policy Act before planned trails can be implemented? If not, this should be included.				Staff recommends a discalimer be created for the map

Outlook

comments on Regional Plan trails

From Jen Blue <oldcaves@yahoo.com>
Date Fri 9/19/2025 9:09 AM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

Some people who received this message don't often get email from oldcaves@yahoo.com. Learn why this is important

Hello!

I have been looking at map 4-6 that shows the regional trails plan. I'm quite surprised that there are no feature names, no trail names, and that the topography is portrayed so subtly. It's really difficult to locate yourself and evaluate this map unless you are very familiar with the trails. However, if the map shows any illegally built (AKA "unauthorized") trails, these should be removed; otherwise the implication is that these trails are part of the regional plan and are authorized and open for legal use. Most of these trails are likely on USFS land.

Also, is there language in the plan that details the USFS requirements for environmental review and analysis under the National Environmental Policy Act before planned trails can be implemented? If not, this should be included.

Best regards,
Jen Blue

Outlook

Regional Plan 2045 comments

From Sat Best <best81@outlook.com>
Date Thu 9/18/2025 7:14 PM
To Sara Dechter <SDechter@flagstaffaz.gov>; Shaw, Melissa <mshaw@coconino.az.gov>

Hi Sara and Melissa

Below are comments on the Regional Plan 2045 draft.

Thanks,

Sat Best
928-699-3483

Proposed changes **(in bold)** to the draft of the Regional Plan 2045.

Action Items Page 7-12
Coordinate invasive **and native** plant plans, programs, and resources with regional, state, tribal, and federal partners focusing on the Arizona Department of Forestry and Fire Management Invasive Plants of Concern, the University of Arizona's Cooperative Extension, and those identified by the City Fire Departments and Local Fire Districts because of their impact on fire risk throughout the Region.

Policy RS.7 Page 3-13
Prevent, inventory, treat and remove invasive plant species ~~to~~ **and** preserve native plant communities **to** preserve indigenous cultural practices, and reduce the risk of uncharacteristic wildland fires.

Best Practices for the Conservation of Significant Natural Resources Page 3-14, last item.
~~Avoid excavation below the tree canopy when trees are being preserved~~ **Avoid unnecessary top soil disturbance, damage to native plants and excavation under retained tree canopies** on sites under construction.

Comments: Invasive plants are a serious problem that needs to be addressed aggressively before infestations reach landscape scale and are very difficult or impossible to control. The best defense against invasive plants is maintaining robust native plant communities, and plant ecosystems should be viewed wholistically. Organizations and institutions that study and promote native plants can be important partners that provide expertise and volunteers in efforts to reduce invasive plants and restore and maintain healthy native plant communities.

New Policy RS.9 Page 3-13
Use native and non-invasive plants in robust landscaping standards that will retain community character as building density and building heights increase.

Comment: Retaining the unique community character of Flagstaff is a difficult challenge. Increasing density is a priority of the new Plan, and almost all commercial property in Flagstaff (and all of Sunnyside!) is already zoned for 60' building heights. We also have "build forward" standards that put new buildings very close to the sidewalk. Creative landscaping standards are the most practical and affordable way to maintain the connection to our natural environment that Flagstaff residents treasure. Driving around town, densely developed areas that have reasonably dense native evergreen landscaping still feel like Flagstaff.

New Policy RS.10 Page 3-13

Develop responsible tourism programs that will educate area visitors about our regional environment, recent history and indigenous history and encourage them to respect and protect area resources.

Comment: This is an important theme in the proposed new County Comprehensive Plan, and it should be a collaboration among the County and other regional jurisdictions. An effective responsible tourism program should enhance the visitor experience and protect the region's history and environment.

Regional Plan: Comments from Charity Lee with Capstone Homes

Is the Shark Bite shown as a Rural Neighborhood on Map 4-1? It's hard to tell if it's Suburban Corridor or Rural Neighborhood.

Suburban Neighborhood should be 2-29 dwelling units per acre.

Acronyms used throughout the document should be defined in the text. Also, move the Acronym and Abbreviations sheet before the Glossary Sheet. I read through the entire document before I realized there was an Acronym and Abbreviations sheet in the document.

Page 4-14

All Neighborhoods

- Bullet Point #1: Attainable and Affordable housing units should be dispersed throughout ~~every~~ neighborhoods.
- Bullet Point #3: ~~Because the Region's desired development pattern is connected and inclusive, discourage gated communities and neighborhoods with many cul-de-sacs.~~ Encourage connectivity and inclusivity in neighborhood designs.

Public Facilities and Infrastructure

- ~~Do not extend water services to new development without sewer to maintain the ability to recycle and use reclaimed water.~~

Commented [CL1]: What is this saying? This is confusing.

Commented [CL2R1]: Is this even legal? Can the City refuse to service if water is available?

Transportation Framework

Policy Maps 4-3 and 4-4

- Remove Harold Ranch Road planned minor collector road. It is not anticipated that this will be a collector road.
- Remove Fourth Street minor collector road. This collector is no longer needed since JWB BLVD is now planned through Canyon Del Rio.
- Remove planned minor collector road in Juniper Point. It is not yet determined that Juniper Point will require a collector road.
- Change San Francisco Peaks Parkway in Juniper Point and State Land from a major collector to a minor collector. This road is currently planned as a minor collector.

Policy Map 4-5

- Update planned trails across Canyon Del Rio to match recent development plan submittals.

Policy Map 4-6

- This map is very hard to read. Include private property in the disclaimer language on the depiction of the trails.

PG. 6-2 and 6-3

What does ATMP stand for? Define it first before using the acronym.

Define VMT in the Transportation Section text.

Page 6-10. Define CCHHS before using the acronym.

Page 6-11, Define single- occupancy vehicle demand in the Glossary.

Page 6-13, Define CIP in the text.

Page 7-2, Define JLUS in the text and in the Glossary.

Page 7-4, Define AZGFD in the text and in the Glossary.

7-7, Define the habitat linkages data and provide the web address in References.

7-8, Define Anderson Mesa IBA in the text.

7-9, Include the web address in References to the AZGFD Wildlife linkages data.

7-9, Include the web address for the Wildlife Friendly Fencing Guidelines in the References.

7-9. Include the web address for the State Wildlife Action Plan in the References.

9-5. Define CWS acronym in the text.

Include FHA, in the Acronyms and Abbreviations.

9-6. Include Active Management areas and Irrigation Non-Expansion Areas in the Glossary.

9-8 Figure 9-4. Define GPCD in the exhibit and include it in the Acronyms and Abbreviations.

9-9 information map: If wells are in the gray area what does that mean? The map doesn't explain if the wells in the gray area are adequate or inadequate.

10-1. Define EVs in the text.

10-2. Define ACC in the text.

11-1. Define NOFS in the text.

From: Charity Lee
To: Regional Plan 45 Comments
Subject: Regional Plan Chapters 1-4 comments
Date: Wednesday, September 10, 2025 4:51:35 PM
Attachments: Regional Plan Notes.docx

Commissioners, please see my attached comments for chapters 1-4.

Thank You,

Charity Lee
Capstone Homes

Outlook

Flagstaff Biking Organization comments on Regional Plan to Planning and Zoning

From Anthony Quintile <anthony@flagstaffbiking.org>
Date Thu 9/11/2025 2:28 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>; Mayor and Council <council@flagstaffaz.gov>
Cc Board <board@flagstaffbiking.org>; Sara Dechter <SDechter@flagstaffaz.gov>

2 attachments (1 MB)
RegionalPlan_Trails_and_Access_Letter_PZC_Council.pdf; FHWA-Vulnerable-Road-User.pdf;

Please see our attached comments and supporting document.

Please let me know if there are any issues with the files.

Thank you

Anthony Quintile
Flagstaff Biking Organization
(928) 526-7704

September 9, 2025

To: **Planning and Zoning Commission and Flagstaff City Council**

From: **Friends of Flagstaff's Future**

Subject: **Comments for the September 10 P&Z Public Hearing: Draft Regional Land Use Plan 2045**

Friends of Flagstaff's Future has discussed the comments below with staff (except for numbers 8-11) and make the following recommendations to the Planning and Zoning Commission and the City Council.

1) **We recommend below that you strengthen and make more transparent the language about the city providing drinking/reclaimed water and sewer services outside the Urban Growth Boundary (UGB).**

   a) Major Plan Amendment Categories (page 2-7) Category 3 states "Urban Growth Boundary: Expanding the UGB to provide water and sewer services to allow an increase in intensity or density."

   b) Guidelines for All Land Use Categories (page 4-14), Public Facilities and Infrastructure states "Development requiring drinking water and sewer will be located within the UGB (City only)."

In 1a, remove the end of the sentence so that the sentence will read: "Expanding the UGB to provide water and sewer services." This change will address the subject of providing drinking water and sewer outside the UGB regardless of whether it increases or decreases intensity or density (of development).

In 1b, make clear that this guideline applies to any proposal that requires a development application, whether it's for a new development or for an existing development/home requiring drinking water and sewer, and that they must be located within the UGB.

Explanation: While the current Flagstaff Water Policy does not allow the city to provide water (and sewer) service outside of the UGB, there may be a desire to change this policy in the future to allow more flexibility for unique situations. The 60-day Review draft of the Regional Plan 2045, released in 2024, included this allowance. F3 did not support it because we strongly believe that providing water/sewer outside the UGB should not be allowed without a formal request to modify the UGB that includes a process with public notice and opportunities for comment.

2) **Include language that requires minimizing and mitigating displacement of residents in Guidelines for All Land Uses (p. 4-14) and appropriate Action Items. This language exists in Housing and Attainability Goal HA.1.**

   a) Add the language to Guidelines for All Land Uses, All Categories, first bullet, such that it reads "Encourage infill development and redevelopment in areas already served by existing infrastructure and public facilities *while minimizing and mitigating displacement*."
   b) Add the language to High Priority Action Item two (page 5-18) such that it reads "Develop a comprehensive strategy to address infrastructure improvements needed to support infill development in existing neighborhoods *while minimizing and mitigating displacement*."

Explanation: Minimizing and mitigating displacement goals need to be strongly tied to language where we call for public investment. This is necessary in order not to completely disrupt the livelihoods of local businesses and the displacement of residents who currently live in more affordable homes, such as trailer parks.

3) **Limit the use of reclaimed water to public recreational use and remove conflicting language in the Plan.**

   "Guidelines for All Land Uses" (p. 4-14), All Categories, third bullet, states "Limit private or public green spaces that require irrigation, emphasize the use of reclaimed water (where available) and provide reclaimed water for private, ecosystem, or recreational beneficial use."

   The Guideline should be rewritten as follows: "Limit public and private green spaces that require irrigation and provide reclaimed water only for ecosystem and public recreational beneficial use."

   Explanation: This Guideline is problematic as written because it requires limiting spaces that require irrigation while also appearing to emphasize the use of reclaimed water on private land. The parenthetical words "where available" implies that potable water could be used for recreational purposes on private land if reclaimed water is not available.

   The use of reclaimed water should focus solely on public lands for public recreational uses within the city's urban growth boundary as well as for ecosystem benefit. Reclaimed water is a resource that is and will continue to increase in value as the city explores potable reuse to supplement currently used sources of water.

4) **Add creation of activated street fronts to "Urban Centers Category Guidelines."**

"Urban Centers Category Guidelines," "Design and Other Considerations" (p. 4-16) should include additional language about the need for activation of street fronts.

We suggest adding this additional bullet point to the Design and Considerations on page 4-16.

» "Activation of street fronts is desired. Blank or inactive walls are discouraged."

Explanation: The planned Graduate Hotel on Leroux and Birch in historic downtown will be designed with a parking garage and blank walls on the corner and extending south along Leroux and west along Birch. Spaces such as this should be required to be activated in some way (shops, benches in the shade, etc.) given the location in a very walkable Urban Center.

5) **Include a "Gateway" designation for Fourth St and Route 66 on Policy Map 4-9 (p. 4-41)**

Explanation: A Gateway is an entrance to the Region where signage, art, and enhanced street design could be included to create a sense of arrival and visual appeal.

A Gateway at this location is an obvious need and an important designation for the 4th Street Commercial corridor.

6) **Encourage land use development and redevelopment in areas served by future infrastructure and public facilities and well as existing (p. 4-14).**

We suggest editing the first bullet under the All Categories section of the Guidelines for All Land Use Categories, (p. 4-14) to include the words "and future" to read:

:

» "Encourage infill development and redevelopment in areas already served by existing and future infrastructure and public facilities.

Explanation: Increasing future development/redevelopment in places that currently have infrastructure and facilities is an important course of action. We suggest that the city may also want to consider infrastructure changes that are likely to occur in the near future such as an extension of a public transit route.

7) **Expand the Urban Center along both sides of S Milton Rd. southward to W Forest Meadows St. on the Future Land Use Illustration (p. 4-9 & 4-10)**

Explanation: This modification will extend this Urban Center southward a very small distance to encompass existing areas of high density as well as the future Mill Town apartments and commercial development.

The expansion of this Urban Center to the south was a recommendation made by F3 in 2024 and we appreciate staff expanding this Center in response to that comment.

8) **Ensure that future FUTS trail alignments located on private property parcels of all sizes are sufficiently indicated on the four maps in the Regional Plan brought forward from individual city planning documents. These are the Urban Trails Plan (Policy Map 4-5), the Regional Trails Plan (Policy Map 4-6), Bikeways Plan (Policy Map 4-7), and Enhanced and Grade Separated Crossings Plan (Policy Map 4-8), such that the comply with current city code**

Do these aforementioned maps included in the Regional Plan comply with the city's zoning code section 10-30.50.060? The designations of future trail alignments on properties over 400 acres were modified to comply with direction given by the City Council on May 2, 2025, to reduce the specificity of the alignments on the final Regional Plan maps**.**

Explanation: Council gave direction to reduce alignment specificity of future trails on properties over 400 acres (May 2, 2025) on the final Regional Plan maps.These trail alignments need to appear in the Regional Plan in sufficient clarity to be in compliance with the City Zoning Code Public Improvements, 10-30.50.060 Minimum Requirements, H. Flagstaff Urban Trails System Improvements, which states "Full width trail improvements in accordance with the Engineering Standards through or along the full frontage of the property being developed *along alignments indicated in the General Plan*" (emphasis added).

9) **Ensure that future trail connections at Cedar/Lockett, north of FMC, and any others identified in the Active Transportation Master Plan and other appropriate city maps, are added to the maps in the Regional Plan.**

Explanation: City Code Site Planning Design Standards, 10-30.60.080 Pedestrian and Bicycle Circulation Systems, 2 Off-Site Connections, a. Pedestrian and bicycle ways shall be designed to: "Provide connections to the Flagstaff Regional and Urban Trails Systems and other regional trails *when they abut a property or are within 100 feet*" (emphasis added).

If these planned future trail connections are not indicated sufficiently along alignments and connections on General Plan maps, how will the City work effectively to ensure these important trail connections are included in development plans with landowners?

10) Clarify the last sentence in the Best Practices section (p. 3-9)

We suggest this be clarified to read: "These best practices should also be used in conjunction with *Guidelines For All Land Use Categories (link to page 4-14)* (emphasis added).

Explanation: the current wording in the draft plan provides only a broad reference to "Guidelines in Chapter 4". A reader of the Plan should know exactly where to go to see the additional guidelines that are to work in conjunction with the Best Practices for Creating a Sense of Place.

11) Expand the definitions of "Best Practices for Creating a Sense of Place" (p. 3-9) to include additional important elements.

a) We recommend including these additional elements in the Best Practices section:
   - Mixed use including commercial (this is included in Policy DP.7, and it should also appear in "best practices"
   - Lot sizes that mimic historic neighborhoods
   - Emphasize and further develop the sense of place that currently exists
   - Concentration of missing-middle housing types
   - Diversity of attractive building design (not merely breaking up building bulk)
   - Fine-grained visual diversity that reduces sameness: variation in color, style, architecture
   - Access to public transit
   - Access to shade and shade trees
   - Proximity to open space within walking distance
   - A variety of differently sized public and private social spaces such as "public squares" where people can congregate, socialize, rest, people-watch, enjoy life

Explanation: The Best Practices for Creating a Sense of Place(p. 3-9) is intended as a replacement for the term "Community Character" and "Community Identity." We find the existing Best Practices are lacking important elements that are found in our historic downtown and adjacent older neighborhoods.

Suggested new and edited sentences to include in Best Practices:

» Creating a MIXED USE pedestrian-oriented design at street level AND creating vibrant and active civic spaces for residents, neighbors, and visitors. (edit of existing bullet)

» Repeating the patterns of streets, alleys, buildings, LOT SIZES and civic spaces from within nearby historic districts or neighborhoods in the site planning of new development in or adjacent to historic districts. (edit of existing bullet)

» Creating walkable density within close proximity to Open Space (new)

» Creating fine-grained visual diversity that reduces sameness such as variation in color, style, and/or architecture. (new)

» Ensuring transit access, connectivity with adjacent neighborhoods, and a comfortable pedestrian environment that provides shade and shade trees. (new)

» Providing mixed use with a concentration of missing middle housing types and commercial (new)

» Providing a variety of differently-sized public and private social spaces such as “public squares” where people can congregate, socialize, rest, people-watch,and enjoy life. (new)

Flagstaff Biking Organization
PO Box 23851
Flagstaff, AZ 86002
info@flagstaffbiking.org

September 10, 2025

Flagstaff Planning and Zoning Commission
211 W Aspen
Flagstaff, AZ 86001

Submitted electronically

Dear Flagstaff Planning and Zoning Commission, City Council and Mayor,

We are writing to express our support for the most uncompromising recognition of trails and Forest Access Points in the Flagstaff Regional Land Use Plan 2045 and to affirm the importance of accessible, comfortable, and robust bicycle infrastructure for transportation and recreation in and beyond the City of Flagstaff.

As the draft Regional Plan notes, increasing mobility choices through strengthening public transit and active transportation options (walking, bicycling, micro-mobility, etc.) enables the City to address its two core priorities of Housing Attainability and Equity and Climate Action, as well as the complementary priorities of Natural and Cultural Resources, a Healthy Economy, Resilient Public Services and Facilities, and a Walkable Mixed-Use Community. Flagstaff Biking Organization supports and emphasizes the importance of the following policies expressed in the draft Regional Plan:

- Policy MT.2a - Improve the network connectivity and accessibility to surrounding and supporting local roads, collectors, and arterials to achieve lower Vehicle Miles Traveled (VMT) and improve the pedestrian, bike, and transit network (City only).
- Policy MT.2b - Promote the connection of existing neighborhoods and communities (at both a local and Regional scale) with pathways and other multimodal facilities (County only).
- Policy MT.3 - Reduce the need to commute for work in a single-occupancy vehicle from outside of the Region by providing attainable housing, regional transit, and diverse commuting solutions.

- Policy MT.5- Increase the accessibility, connectivity, and use of pedestrian and bicycling infrastructure, including the Flagstaff Urban Trail System and other trail systems, as a critical element of a safe and livable community and to promote transit access.
- Policy MT.8 - Provide short- and long-term bicycle parking in areas where bicyclists want to travel.
- Policy TS.1 - Prioritize the safety and accessibility of vulnerable road users as the primary consideration in planning for streets and transportation systems.
- Policy TS.2 - Work to achieve zero serious and fatal injuries on roads and streets in the Region.
- Policy TS.3a & 3b - Provide and maintain Complete Streets and systems with functional, comfortable, and safe sidewalks, bicycle facilities, and transit stops, that provide accommodation for all users, even in temporary or interim conditions (City only); Provide elements of Complete Streets that are appropriate for rural roadways and when funding and opportunities are identified (County only).
- Policy TS.4 - Design all roads to accommodate all people safely and where appropriate, include art; contextual landscaping; pedestrian, bicycle, and transit facilities; and appropriate architectural features.
- Policy PROS.4 - Support and incentivize public access points and trail hubs for passive and active recreation and events through interagency coordination and local trail partnerships.

While other City documents, notably the Active Transportation Master Plan and the forthcoming Safe Streets Master Plan, do and will provide more specific details for implementation of these policies, the Regional Plan should offer clear definitions to support these strategic plans and avoid any future confusion about intent. **Thus, FBO suggests that the term "vulnerable road users," currently only defined in the Regional Plan in-text on as "people who walk, ride, roll, and use transit" (p. 6-8) and "those who bear a disproportionate risk of injury or death, are people outside of vehicles, children, older adults, people with disabilities, people of color, and people walking in lower income areas" (p. 6-11) be defined in the Glossary using the Federal Highway Administration's definition of vulnerable road users as "non-motorists… people walking, bicycling, using mobility aids (such as wheelchairs), or using most micro-mobility devices (whether motorized or not)."** (https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-Vulnerable-Road-User.pdf and attached.) This definition underpins transportation research and policy at the federal level and is more specific and thus more useful for planning purposes than the definitions offered in the current draft of the Regional Plan. While it is certainly important to address differences in safety outcomes for different communities based on race or income, as FHWA, the current Regional Plan definition of vulnerable road user is overly vague.

Further, the wording of Policy TS.1 is unclear as currently written. **We suggest rewording this policy slightly to "Prioritize *accessibility for and the safety of* vulnerable road users as the primary consideration in planning for streets and transportation systems." As the City embarks on its "Big Shift" and embraces Vision Zero principles, safety for vulnerable road users (and, indeed, all road users) should be the floor of its planning efforts, not the ceiling.** Comfort, accessibility, and infrastructure quality and connectivity for pedestrians, bicyclists,

micro-mobility users, and other non-motorists will determine whether or not the "Big Shift" actually occurs.

Trail development for bicyclists and other trail users is critical to promoting active transportation in addition to supporting recreational activities in and around Flagstaff. Access to the surrounding Coconino National Forest and trails are extremely important to Flagstaff area residents, and a major draw for visitors and new or potential transplants to our communities. Future trail alignments will increase transportation alternatives, help support climate neutrality goals, contribute to community health and safety, and dramatically improve livability. Numerous studies support the importance of trails to community vitality. Reams of local community input on numerous trail planning initiatives support this goal. Of particular note is the fact that both the Arizona National Scenic Trail and the Flagstaff Loop Trail are among the represented trails in question.

Additionally, as currently undeveloped private and State land is built upon, it is vital that access to the National Forest and the other open space that surrounds Flagstaff is not eliminated or dramatically reduced. Without protection for access points from the City transportation infrastructure, particularly the FUTS System, we run the risk of "landlocking" most of the public and/or promoting a default of driving to trailheads, burdening the few developed trail heads, increasing motor vehicle traffic, and contributing to a reduction in public health and community livability.

Much of the recreating public in Flagstaff was recently taken by surprise when an owner of a large piece of land on the south east side of town fenced and gated access to their property, thereby eliminating numerous opportunities that the public had grown accustomed to using to access the National Forest. Although we understand and appreciate the concerns that the property owner has, these concerns would be, in part, remedied by developed and signed trails and access points. Developed trail systems discourage illegal camping, campfires, trash dumping, etc. This statement is backed by numerous studies and real-world successes as part of a Crime Prevention Through Environmental Design strategy.
https://en.wikipedia.org/wiki/Crime_prevention_through_environmental_design

The current Regional Plan 2030 (map below) does contain maps and language designating forest access points. Although these forest access points are buried in the Flagstaff Regional Trails Strategy and other documents, it is vital to keep this access front and center to ensure the availability to access to our surrounding National Forest for Flagstaff residents. **We recommend adding the "Planned forest access" icons, as shown in the FRP2030, to Policy Maps 4-5 and 4-6, Urban Trails Plan and Flagstaff Regional Trails Plan. (Pages 4-37 and 4-38)**

On page 4-34 of the Plan 2045, under "Building Block: Active Transportation Plans", is this sentence:

> *"(The ATMP and FRTS)… establish plans for continuous pedestrian and bicycle facilities from downtown Flagstaff to neighborhoods to surrounding forest lands and wilderness."*

This point would be clarified by the inclusion of the forest access points on the two maps as we recommend.

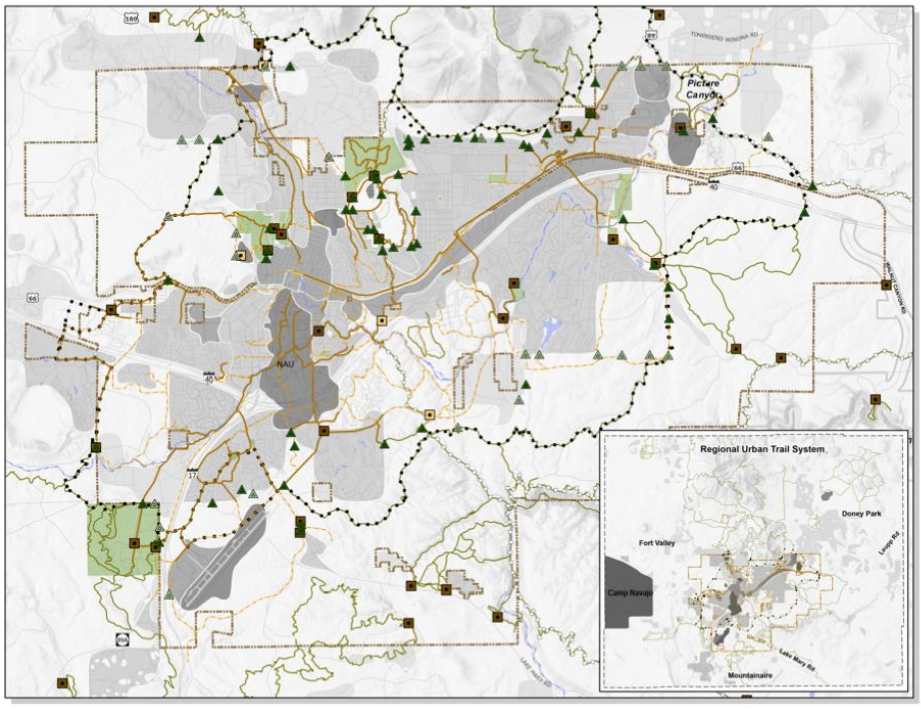
Also, please include the most robust representation of trails, both FUTS and the surrounding Forest Service and County systems, within the Regional Plan in order to ensure that trails are a top priority when considering future development. Certainly any concerns held by developers can be addressed to the benefit of the community and developers upon design and build out, but robust bicycling and pedestrian infrastructure should lead those conversations, not be treated as an afterthought.

Please add clear labelling for all segments of the Arizona National Scenic Trail and Flagstaff Loop Trail to Policy Maps 4-5 and 4-6, Urban Trails Plan and Flagstaff Regional Trails Plan. (Pages 4-37 and 4-38)

Thank you for your consideration,

The Board of Flagstaff Biking Organization

FBO is a nonprofit organization with the mission "Supporting bicycling as a safe and attractive means of transportation and recreation in Northern Arizona". To learn more about us visit: https://flagstaffbiking.org/



Map 26e:

FOREST ACCESS AND TRAILHEADS

- Existing trailheads
- Planned trailheads
- Existing forest access
- Planned forest access
- Existing Flagstaff Urban Trails (FUTS)
- Planned Flagstaff Urban Trails (FUTS)
- Singletrack Trails
- Arizona Trail
- Loop Trail
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

As Amended November 3, 2022

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

NORTH

0 0.5 1 1.5 2
Miles

FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS

Federal Highway Administration
Vulnerable Road User Research Plan

July 2023



U.S. Department of Transportation

Federal Highway Administration

Federal Highway Administration
Vulnerable Road User Research Plan

July 2023

Vulnerable Road User Research Plan

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U.S. Department of Transportation
Federal Highway Administration

Section 1. Introduction

Walking, biking, and other sustainable modes of transportation are critical options in communities throughout the United States, particularly for economically disadvantaged communities. However, fatalities among pedestrians and bicyclists have been increasing even faster than the overall fatalities among all road users,[1] which has drawn a focus on the safety of vulnerable road users (defined below). In addition, there are opportunities to improve access and mobility for people walking, biking, or rolling. The FHWA research described in this and other plans is needed to address these areas.

Disparate Impacts: Safety & Equity. According to the National Highway Traffic Safety Administration (NHTSA),[2] Indian and Alaskan Native persons have the highest rate of pedestrian fatalities from traffic crashes. Black pedestrians also experience disproportionately high pedestrian fatality rates from traffic crashes. Fatality rates for Black and Hispanic or Latino pedestrians increased relative to white pedestrians between 2014 and 2018, highlighting how inequities in pedestrian fatalities are accelerating.

The U.S. Department of Transportation's (DOT or the Department) National Roadway Safety Strategy (NRSS) specifies that zero is the only acceptable number of deaths and serious injuries on our roadways, and the Department is committed to taking substantial, comprehensive action to achieve this goal.[3] The Federal Highway Administration (FHWA) is committed to this goal. Through the six strategic goals established in the DOT Strategic Plan for Fiscal Year (FY) 2022 – 2026, the Department aims to increase not only the safety of vulnerable road users, but also the availability of, access to, and use of walking, biking, and rolling options. Increasing walking, biking, and rolling trips can improve safety for travelers of all ages and abilities, mobility for all people and businesses, access to jobs and essential services for all, and resilience for all communities, especially underserved communities.

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) emphasizes walking, biking, and other non-vehicular modes of transportation. The BIL includes provisions that significantly increase funding available for vulnerable road user safety, including the Safe Streets and Roads for All discretionary grant programs, an annual $1 billion grant program dedicated to safety planning and investments by regional, local, and Tribal governments;[4] a special rule that requires many States to use more safety dollars on vulnerable road user projects;[5] and a requirement to spend planning funds on Complete Streets policies.[6]

[1] DOT National Roadway Safety Strategy
[2] DOT Learning Agenda
[3] DOT National Roadway Safety Strategy
[4] *See* Section 24112 of BIL; Division J, Title VIII, Safe Streets and Roads for All Grants heading.
[5] *See* 23 U.S.C. 148(g)(3).
[6] *See* Section 11206 of BIL.

This report addresses Section 11122(b) of BIL, which requires the Administrator of the FHWA to develop a vulnerable road user research plan. Specifically, the statutory language states:

> *ESTABLISHMENT OF RESEARCH PLAN. The Administrator shall establish a research plan to prioritize research on roadway designs, the development of safety countermeasures to minimize fatalities and serious injuries to vulnerable road users, and the promotion of bicycling and walking, including research relating to—*
> 1) *roadway safety improvements, including traffic calming techniques and vulnerable road user accommodations appropriate in a suburban arterial context;*
> 2) *the impacts of traffic speeds, and access to low-traffic stress corridors, on safety and rates of bicycling and walking;*
> 3) *tools to evaluate the impact of transportation improvements on projected rates and safety of bicycling and walking; and*
> 4) *other research areas to be determined by the Administrator.*

Section 11122(a)(2) states the definition of vulnerable road user is provided in 23 U.S. Code (U.S.C.) 148(a)(15), as follows:

> *A nonmotorist-*
>
> a. *with a fatality analysis reporting system [FARS] person attribute code[7] that is included in the definition of the term "number of non-motorized fatalities" in section 490.205 of title 23, Code of Federal Regulations (or successor regulations); or*
> b. *described in the term "number of non-motorized serious injuries" in that section.*

This definition includes people walking, bicycling, using mobility aids (such as wheelchairs), or using most micromobility[8] devices (whether motorized or not), but does not include motorcyclists. Throughout this plan, the phrase "people walking, biking, or rolling" is used to generally refer to vulnerable road users.

The research within this plan aligns with eligibilities under the FHWA Research, Development, and Technology (RD&T) Program. The RD&T Program is largely governed and shaped by Chapter 5 of Title 23 of the United States Code (U.S.C.); it includes all activities within the innovation lifecycle leading to technology development and transfer, as well as the introduction of new and innovative ideas, practices, and approaches, through such mechanisms as field applications, education and training, communications, impact analysis, and technical support.

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[7] The relevant person attribute codes include Pedestrian, Bicyclist, Other Cyclist, and Person on Personal Conveyance. The 2020 FARS Manual defines personal conveyances and provides examples of devices within this category, including scooters, self-balancing personal conveyances, and wheelchairs.

[8] The FHWA defines micromobility as "any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances." While the definition of vulnerable road user does not currently include e-bike riders, this group will likely benefit from the vulnerable road user research identified in this plan.

To develop this plan, FHWA convened a team with subject matter experts from across FHWA and the Department. The team identified and reviewed existing relevant plans and strategy documents, as well as outputs of stakeholder engagement efforts to identify vulnerable road user research priorities, gaps, needs, and FHWA's specific project commitments. Source material reviewed is listed in Appendix A. The review also captured outreach efforts that were performed in the production of those documents demonstrating prior broad stakeholder engagement efforts (see Appendix B).

Background

The FHWA has a long history of supporting pedestrian and bicycle transportation through research, funding, guidance, program management, resource development, and collaboration with external partners. The document review included assessment of the coordinated plans and policies that have motivated past, ongoing, and future vulnerable road user research efforts (for more information, see Appendix C for relevant DOT strategies and plans and Appendix D for relevant external research activities). These plans and policies include:

- The FHWA Strategic Agenda for Pedestrian and Bicycle Transportation ("2016 Strategic Agenda"),[9] which is a research and deployment plan articulating goals and identifying 98 supporting actions organized under 4 goal areas: networks, safety, equity, and trips. A 2021 review of the status of actions identified in the 2016 Strategic Agenda identified that the majority of actions (53) identified in the agenda are in progress and 13 actions are not yet started.

- The Pedestrian and Bicycle Safety Program Plan ("2021 Program Plan"), which is a comprehensive, internal planning and management document for FHWA's Pedestrian and Bicyclist Safety Program. The plan proposes 30 projects that FHWA could undertake over a 10-year implementation horizon to improve active transportation safety under the 5 categories of research, guidance development, awareness and outreach, implementation assistance, and mainstreaming.

- A July 2021 research review performed for the American Association of State Highway and Transportation Officials (AASHTO) Council on Active Transportation (CAT) in partnership with FHWA as part of the National Cooperative Highway Research Program (NCHRP) Project 20-123, which summarizes existing and ongoing research organized around 22 active transportation topics, focusing on research published after 2015 in North America and with findings relevant to practice. The research review informed development of a research roadmap that outlines 110 prioritized research needs, including 6 highest priority research problem statements.

[9] The 2016 Strategic Agenda is available publicly.

Highest Priority Research Problem Statements from the AASHTO CAT Roadmap

- Applying and integrating active transportation data into planning and operations
- Using minimum accommodations vs. alternative approaches to increase active transportation
- Determining context-driven optimal spacing between marked crosswalks
- Addressing barriers to integrating active transportation throughout planning and engineering practice
- Racial and economic disparities in pedestrian and bicyclist safety
- Speed management solutions and strategies to improve pedestrian and bicyclist safety on arterial roadways

Vulnerable Road User Research Plan

Based on findings from the document review and the statutory language of Section 11122(b) of BIL, this Vulnerable Road User Research Plan goes beyond the safety aspects of walking, bicycling, and rolling and describes efforts related to mobility, networks, access, data, and analysis. It emphasizes the connection between walking, biking, and rolling and the goals of the DOT and FHWA Strategic Plans, including improving public health outcomes, coordinating transportation and land use decisions, addressing climate change, advancing equity, addressing accessibility for people with disabilities, fostering transformation, and providing for workforce development. The Vulnerable Road User Research Plan continues and builds on efforts that have been underway for years, such as the successful research and development of connected vehicle technology to protect vulnerable road users, as well as new areas of emphasis and other requirements and programs within BIL.

Given the extensive benefits of increasing vulnerable road user trips, DOT and FHWA will continue to leverage opportunities to simultaneously address safety, equity, and climate change and sustainability priorities through vulnerable road user research activities.

Cross-Cutting Opportunities: Climate Change and Sustainability & Equity

The Vulnerable Road User Research Plan aligns with policy established through Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, to secure environmental justice for disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in transportation.

This plan provides for research that will support practitioners implementing new BIL programs targeted at mitigating the impacts of climate change and increasing the resilience of the surface transportation system, such as the Carbon Reduction Program and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.

In addition, the Vulnerable Road User Research Plan aligns with the *America the Beautiful* initiative, which produces simultaneous benefits across multiple priority areas. One premise of the *America the Beautiful* initiative is that improving *access* to nature can help transform historically marginalized and overburdened communities into healthy, thriving communities that are better able to withstand the effects of climate change.

The plan includes more detail about research that is on-going or planned in FY 2023 and 2024. However, specific activities identified in this plan could change due to shifting priorities, funding, safety and mobility trends, and advances in technology.

The FHWA will carry out the Vulnerable Road User Research Plan over the next 5 years, from FY 2023-2027. Doing so effectively will involve leveraging previous work and innovations and collaboration among many technical specialties within FHWA, including those represented in the team that developed this plan. In addition, FHWA's vulnerable road user research will be coordinated with related activities of other modal agencies and partnering organizations, such as AASHTO's research program through the NCHRP. Coordination can include collaboration on research statements, co-funding projects, participation on project teams, and scaling research findings through pilots and implementation outreach. The FHWA actively considers and acknowledges that practitioner implementation of research and guidance is just as important as FHWA's conduct of research and development of guidance. The FHWA research supports State, Tribal, regional, and local agencies as they implement more projects to improve vulnerable road user safety, access, and mobility.

Since 1999, FHWA has also cooperatively funded an information clearinghouse that conducts research, outreach, and technical assistance on pedestrian and bicycle transportation. A new five-year cooperative agreement to operate the Pedestrian and Bicycle Information Center (PBIC) was awarded in September 2022. The PBIC will conduct activities to be determined in coordination with the lead partner, the University of North Carolina's Highway Safety Research Center, that cut across all four of the Vulnerable Road User Research Plan strategic goal areas.

Activities identified in this plan will be integrated into FHWA's broader standard research planning and prioritization process. The FHWA's RD&T efforts are captured in FHWA's Annual Modal Research Plan (AMRP), a two-year plan and outlook document. Research can be conducted and implemented through studies under relevant transportation pooled fund programs.

The FHWA also utilizes roadmaps and plans, such as the 2016 Strategic Agenda, to guide research activities. The FHWA will prepare, as a follow-on to this Vulnerable Road User Research Plan, an ***FY 2024-2028 Strategic Agenda for Pedestrian and Bicycle Transportation***. This successor to the 2016 Strategic Agenda will build upon this Vulnerable Road User Research Plan and the 2021 review of the status of actions identified in the 2016 Strategic Agenda. It will conduct new public outreach, formalize, and publish a new Strategic Agenda outlining in detail vulnerable road user research and complementary outreach, policy, and other research-to-practice activities that FHWA will pursue in support of the goals defined in this Vulnerable Road User Research Plan. It will also investigate research needs on a longer time horizon and will seek to identify activities that help fill possible research gaps within this Vulnerable Road User Research Plan's strategic goal areas where the goals of the DOT Strategic Plan may not be fully addressed.

Section 2. Emerging & Elevated Priorities

Based on the review of higher-level Departmental strategies and priorities, foundational plans addressing vulnerable road user research, and the broader vulnerable road user research ecosystem, the team identified several major themes that inform research priorities identified in this Vulnerable Road User Research Plan.

- ***Consider the nexus of emerging technologies and vulnerable road users, including implications for underserved communities***. Technologies such as vehicle-to-everything (V2X) communication, artificial intelligence and machine learning, automated driving system (ADS), and cooperative driving automation (CDA) present opportunities to improve safety and mobility for vulnerable road users, as well as challenges. Connected vehicle technology allows for communication between vehicles, infrastructure, and vulnerable road users which is proven to protect vulnerable road users by increasing their detection and driver awareness of their presence. Connected vehicle technology can also aid vulnerable road users by alerting them to and increasing their awareness of traffic scenarios and hazards. Advanced artificial intelligence and machine learning techniques can assist in understanding road user intent. Combining connected vehicles with automated driving systems, creates cooperative driving automation, which may further extend opportunities to improve safety and operations.
  Micromobility also presents opportunities to improve safety and mobility for vulnerable road users, as well as challenges. More research is needed in the field of micromobility, including research related to user safety and street design, its role in meeting unmet travel demand for underserved populations, its impact on traveler behavior and mode choice, connections with resilience planning, and parking management implications for vulnerable road users.
- ***Fill data gaps and develop mature methods and performance measures related to walking, biking, and rolling***. While information is readily available on vehicle counts and mileage to discern crash risk rates in multiple units of analysis, including segment- and corridor-level analysis, exposure and count information for vulnerable road users is limited. Data and analysis of active transportation modes lag behind other modes in terms of raw data collection (e.g., volume counts and vulnerable road user facility inventory information, including facility quality factors impacting perceptions of safety) and data utilization (for forecasting; informing better project selection; and assessing climate, public health, and other benefits). It is therefore difficult to establish safety risk rates for pedestrians and cyclists comparable to vehicle exposure. This may result in safety investments being focused on where the data are available as opposed to where the risk is. There is a need to measure how improved active transportation network connectivity (including on- and off-road facilities) impacts participation in biking, walking, and rolling over time. Data unavailability, a lack of consistent definitions for network quality, and the lack of national requirements to analyze walking and bicycling networks all are areas of opportunity for technology transfer and other research activities.
- ***Continue incorporating the Safe System Approach and systemic safety into technology transfer, education, and other research activities***. A systemic approach to safety involves identifying locations most at risk for future crashes involving fatalities and

serious injuries to vulnerable road users and widely implementing treatments to effectively address them. Utilizing both approaches is integral to achieving the overall goal of reducing fatalities and severe injury crashes for vulnerable road users.

The DOT and FHWA have adopted the ***Safe System Approach***, which addresses the safety of all road users, including vulnerable road users. It aims to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. The Safe System Approach has six principles, including that death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. It also has five elements, including safer people, safer vehicles, safer speeds, safer roads, and post-crash care. Objectives under the Safety goal of the Vulnerable Road User Research Plan incorporate many of the principles and align with and support many of the elements of the Safe System Approach.

- ***Further integrate equity considerations***. There is a need to better understand disparities in safety, mobility, and personal comfort (including issues of harassment and environmental comfort such as protection from excessive heat) for vulnerable road users by race, gender, disability status, and other demographic categories (e.g., rural communities), and seek opportunities to reduce those disparities. It remains difficult to assess vulnerable road user safety and access to essential destinations using active transportation networks across racial and ethnic groups due to a lack of data. There is also a need to identify methods and data to better assess equity impacts.
- ***Support climate and sustainability goals***. Data are needed to demonstrate the extent to which mode-shift from driving to walking, biking, or rolling trips contributes to climate change mitigation. In addition, understanding how improvements to both the safety of vulnerable road users and the connectivity of vulnerable road user infrastructure can help address the disproportionate negative environmental impacts of transportation on underserved communities is key to supporting DOT's climate change/resilience and equity priorities.
- ***Integrate Complete Streets concepts, including personal comfort***. Generally, safety outcomes are measured through crash modification factors (CMFs), which isolate the effectiveness of individual countermeasures, instead of assessing the multiple interventions that together make a street complete. Methods are needed to measure safety at a corridor or system level to better guide investment decisions. Research on the extent to which the implementation of Complete Streets practices contributes to vulnerable road user safety, comfort, and mobility is needed. In assessing safety and access for all users, personal comfort for people walking, biking, or rolling is broadly construed to include perceptions of safety and personal security.

Complete Streets. The FHWA established a Complete Streets initiative that seeks to work with State, Tribal and local transportation agencies to implement a Complete Streets design model as they plan, develop, and operate streets and networks that prioritize safety, comfort, and connectivity to destinations for everyone who uses the street network. Complete Streets policies prioritize the safety of all users, including vulnerable road users, in transportation network planning, design, construction and operations. Section 11206 of BIL defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." Section 11206(b) requires that States use 2.5 percent of their research funds under 23 U.S.C. 505 and MPOs use 2.5 percent of their planning funds under 23 U.S.C. 104(d) for Complete Streets activities that will increase safe and accessible transportation options. A Complete Street is safe, and feels safe, for everyone using the street.

The Vulnerable Road User Research Plan relates to efforts within the *FHWA Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges* in that vulnerable road user safety is a key part of providing safety for all road users, and Complete Streets are one way to improve vulnerable road user safety and increase participation in biking, walking, and rolling. The report identified areas of opportunity for FHWA relevant to vulnerable road users, including improving data collection and analysis to advance safety for all users; accelerating adoption of standards and guidance that promote safety and accessibility for all users; and reinforcing the primacy of safety for all users in the interpretation of design standards, guidelines, and project review processes.

Section 3. Research Priorities

Research priorities are organized around four strategic goals:

- ***Safety***. Improve safety for people walking, biking, or rolling.
- ***Equity***. Promote equity throughout the transportation planning, design, funding, implementation, and evaluation process.
- ***Networks***. Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the U.S.
- ***Trips***. Get more people walking, bicycling, and rolling.

Each goal includes specific objectives that FHWA plans to pursue in FY 2023-2027, along with example research activities that advance these objectives. These example activities do not encompass all the vulnerable road user research FHWA is doing and plans to do; rather, they highlight key actions FHWA is taking towards meeting its vulnerable road user-related goals.

Each objective is aligned with one or more of the statutorily required research areas or other research areas as determined by the Administrator per Section 11122(b)(4) of BIL. The other research areas include:

- ***Equity***. This area considers disparate impacts on various demographic groups (e.g., people with disabilities, Black, Latino, and Indigenous and Native American persons,

Asian Americans and Pacific Islanders and other persons of color, older and younger individuals; and rural communities) and interventions to address these disparities.

- ***Technology and Innovation***. This topic covers emerging vehicle and infrastructure technologies and includes novel communications technologies and micromobility devices.
- ***Planning and Policy Development***. This area includes institutionalization of research into practice, project prioritization and selection, and workforce development.
- ***Data and Methods***. This topic considers data collection and analytical techniques for measuring and forecasting bicycling and walking activity and infrastructure.
- ***Benefits of Promoting Biking and Walking***. This area covers the relationship between the role of bicycling and walking and climate change, sustainability, public health, economic development, and access to transit.
- ***Personal Comfort***. This topic includes vulnerable road users' sense of safety from motorized traffic, personal security, and environmental comfort.

Safety Goal: Improve safety for people walking, bicycling, and rolling

The DOT Strategic Plan establishes a strategy to "improve travel safety for vulnerable road users." The FHWA has a goal to reduce the number of non-motorized fatalities and serious injuries. In approaching safety for vulnerable road users, FHWA focuses on the Safer Roads and Safer Speeds objectives defined in the NRSS.

This Vulnerable Road User Research Plan Safety goal includes research activities that develop countermeasures, reduce the prevalence of vulnerable road user injuries and fatalities, better integrate vulnerable road user safety into planning and project development, enhance the availability and quality of safety data related to vulnerable road users, and, in partnership with NHTSA, identify safety education interventions to reduce harm to vulnerable road users on roadways. Objectives supporting this goal include:

- Increase vulnerable road user safety through roadway design and operations improvements;
- Manage vehicle speeds to improve vulnerable road user safety;
- Develop tools and methods to assess potential safety impacts to vulnerable road users; and
- Increase vulnerable road user safety through emerging technologies.

Beyond the Vulnerable Road User Research Plan, BIL contains other provisions supporting vulnerable road user safety, requiring:

- States to conduct Vulnerable Road User Safety Assessments as part of their State Strategic Highway Safety Plan under the Highway Safety Improvement Program (HSIP) (*see* 23 U.S.C. 148(l));
- States where the total annual fatalities of vulnerable road users represents not less than 15 percent of the total annual crash fatalities in the State to obligate not less than 15 percent of the amounts apportioned to the State under the HSIP in the following fiscal year for highway safety improvement projects to address the safety of vulnerable road users (23 U.S.C. 148(g)(3)); and

- Compilation of best practices and lessons learned for preventing transportation-related fatalities and serious injuries based on data submitted by Safe Streets and Roads for All grant recipients (Section 24112(i) of BIL).

In addition, the House Report[10] accompanying the Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, 2022[11] requires development of noteworthy practices of local agencies accessing HSIP funding for pedestrian safety improvements.

Safety Objective 1: Increase vulnerable road user safety through roadway design and operations improvements

Roadway design impacts safety for both vulnerable road users and motorists and strongly influences how people use roads. Many public roads also support a growing mix of diverse users – including people who take public transportation, walk, bike, and roll. This objective describes research needed to identify, analyze the efficacy of, and implement roadway design elements that offer layers of protection to prevent vulnerable road user serious injuries and fatalities and mitigate the severity of harm to vulnerable road users when crashes do occur. It covers research related to active transportation infrastructure (e.g., the safety benefits of crosswalk retroreflectivity for vulnerable road users); crash modification factors; Complete Streets performance measures; safe access for people walking, biking, or rolling to transit stations; and quantifying the safety benefits to vulnerable road users of roadway features, such as street trees.

Increasing vulnerable road user safety through roadway design improvements responds directly to Section 11122(b)(1) of BIL, which requires this plan to prioritize research relating to *roadway safety improvements, including traffic calming techniques and vulnerable road user accommodations appropriate in a suburban arterial context* by focusing on physical design elements proven to enhance the safety of vulnerable road users. Research initiatives under this objective are aligned with several research areas determined by the Administrator pursuant to Section 11122(b)(4) of BIL, including equity considerations across various categories of vulnerable road users, technology and innovation, data and methods (for determining roadway design safety improvements), and physical comfort. This objective also aligns with the NRSS Safer Roads objective to design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable road users. This objective will also facilitate evidence gathering related to road configurations associated with the highest risk of pedestrian and cyclist crashes, as identified in the DOT Learning Agenda.

This objective supports activities related to Equity Objective 1: Understand and reduce disparities in safety, comfort, and mobility across demographic groups; Networks Objective 2: Improve measurement and analysis of vulnerable road user network connectivity; and Trips Objective 2: Encourage more vulnerable road user trips. Designing for safer roadway

[10] House Report 117–99, Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, 2022. July 2021.
[11] The Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, 2022 is Division L of the Consolidated Appropriations Act, 2022 (Pub. L. 117-103).

infrastructure encourages greater comfort in the use of that infrastructure by vulnerable road users, which may result in an increase in the diversity of users and vulnerable road user trips taken. Work under this objective may use data on demographics, volume, perception of facility safety by vulnerable road users, and natural and built environment conditions to understand the infrastructure design needs of safer roadways for vulnerable road users. This data is particularly important to supporting connections between this objective and the Equity, Networks, and Trips objectives on encouraging connected, safe, and comfortable trips for all vulnerable road users.

The FHWA has completed studies related to roadway design improvements that enhance vulnerable road user safety, including the following:

- ***Research Reports:*** ***Street Lighting for Pedestrian Safety*** ***and*** ***Pedestrian Lighting Primer***: The Street Lighting for Pedestrian Safety report focuses on the visibility needs for pedestrians, including both adults and children. The Pedestrian Lighting Primer offers transportation practitioners guidance on lighting design to promote pedestrian safety and recommended minimum lighting levels per level of pedestrian volume.
- ***Enhancing Conspicuity for Standard Signs and Retroreflective Strips on Posts***: This study, conducted under the Traffic Control Device Consortium Pooled Fund in coordination with FHWA's Manual of Uniform Traffic Control Devices (MUTCD) Team, confirmed the appropriateness of standard sign and retroreflective strips treatments for use by transportation practitioners in considering roadway safety design. Data for the project were collected in New Hampshire, Iowa, and Virginia with the following treatments: red flags, beacons, retroreflective strips on posts, sign enlargements, duplicating signs on both sides of roadway, and adding header panels. Results demonstrate mixed changes in behavior across all treatment sites; however, drivers had an increase in glances at the signs where enhancements were made, demonstrating the effectiveness of enhanced treatments in increasing conspicuity.
- ***Improving Intersections for Pedestrians and Bicyclists – An Informational Guide***: The purpose of this guide is to inform the state of the practice concerning intersection planning and design to implement solutions that help achieve the goal of zero fatalities and serious injuries while improving mobility for bicyclists and pedestrians. The primary intersection types discussed in this guide include traditional signalized intersections, roundabouts, Median U-Turn (MUT) intersections, Reduced Crossing U-Turn (RCUT) intersections, Quadrant Roadway (QR) intersections, Displaced Left Turn (DLT) intersections, and Diverging Diamond Interchanges (DDI). This guide also includes discussion about stop-controlled and uncontrolled intersection crossings for bicyclists and pedestrians.
- ***Improving Safety for Pedestrians and Bicyclists Accessing Transit***: This guide is intended for transit agencies, State, local, and Tribal roadway owners, and regional organizations involved with planning and designing transit stops and the roadway, pedestrian, and bicycle facilities that provide safe access to transit.

Emerging and future research to support increased vulnerable road user safety through roadway design improvements focuses on several areas. The FHWA may further develop research on

roadway lighting, aesthetic treatments, nonmotorized signal timing, pedestrian and bicyclist safety countermeasures, improving safe access to transit for bicyclists and pedestrians, and areas of bicycle and motor vehicle conflict on the road, including bicycle signal conflicts with turning vehicles and counter-flow bike lane placements. Additional research is needed in quantifying safety benefits to vulnerable road users of roadway design features, such as street trees. This research will support enhanced visibility of vulnerable road users on the road; identify specific improvements that are proven to increase safety conditions for vulnerable road users; inform practitioners of roadway design treatments that promote greater equity among the various types of vulnerable road users; promote best practices for multimodal safety; develop safety performance factors; and ensure connectivity to broader transportation networks and access to public transportation. Ongoing and planned projects that support these areas of research include:

- ***Pedestrian Safety on Urban Signalized Arterials: Learning from the Australasian Safe System Approach***: The purpose of this study is to examine noteworthy approaches and innovations used by other countries to achieve reductions in pedestrian fatalities, with a particular focus on urban, signalized arterials. This global benchmarking study featuring a visit to Australia and New Zealand aims to identify proven practices, policies, approaches, and innovations that could be successfully applied in the U.S. to reverse the trend of increasing pedestrian fatalities and serious injuries.
- ***Effective Selection of Crosswalk Design***: This study includes field research to help identify contexts in which high-visibility crosswalk designs may improve safety for pedestrians, with plans to produce a guidebook for practitioners on crosswalk design policies.
- ***Evaluation of Aesthetically Treated Crosswalks***: This study assesses the impact that aesthetically treated crosswalks have on drivers and pedestrians (including pedestrians with low vision), the recognition of crosswalks by all roadway users, and behavior at crosswalks by both drivers and pedestrians.
- ***Complete Streets Safety Analysis***: This study identifies how multiple roadway countermeasures, as measured through CMFs, work in concert to improve safety for vulnerable road users through a Complete Streets treatment, produces case studies, and prepare recommendations for practitioners.
- ***Guide for Maintaining Active Transportation Facilities for Enhanced Safety***: Active transportation facilities require maintenance, similar to highway and roadway facilities, to maintain safe and dependable access. Neglected active transportation facilities discourage use because comfort is a major consideration for people walking or rolling on sidewalks and riding in bike lanes. This work provides information and highlights exemplary and effective practices for maintaining active transportation facilities.
- ***Highway Safety Manual Guidance on Pedestrian and Bicyclist Countermeasures***: This activity involves further research to develop enhancements for CMFs and/or Safety Performance Functions (SPFs) for additional facilities and countermeasure types not addressed by NCHRP Project 17-84.
- ***Development of Pedestrian-Intersection Countermeasure CMFs***: This study includes the development of CMFs for treatments and strategies that could be applied at

intersections for the convenience and safety of pedestrians. Specifically, this project assesses the geometric design of intersection corner radii to determine and characterize the resulting crash frequency and severity.

- ***Development of CMFs for Separated Bicycle Lanes (SBLs)***: The project considers the safety effectiveness of separated bicycle lanes, sometimes known as a protected bicycle lane, where the bicycle lane is separated from motor vehicle traffic with a spatial buffer or with a vertical barrier such as a flexi-post. The findings from this study support the development of a CMF for converting a traditional bicycle lane to a SBL with flexi-posts. The project is ongoing; however, the completed analysis resulted in a CMF for SBLs that have a blended vertical element located in the buffer area.
- ***Bollard Lighting for Pedestrian Crosswalks***: This study will investigate the feasibility of a bollard-based fluorescent lighting system mounted at the ends of a crosswalk and oriented to provide vertical illumination on pedestrians in the crosswalk as an approach to improving pedestrian visibility with reduced costs. Phase I of this effort will include closed road experiments and Phase II will consist of field validation of the results.
- ***Can Landscaping Reduce Crashes on Lower Speed Urban Roads***: This project will study the effects of landscaping on traffic safety, including on lower speed urban roads. The expected benefit of the project would be consistent information and messaging on landscaping recommendations for safety and environment disciplines.

Safety Objective 2: Manage vehicle speeds to improve vulnerable road user safety

Unsafe motor-vehicle speeds are a well-documented and understood factor in roadway death and injury, especially for vulnerable road users. Speed limits frame expectations for drivers and vulnerable road users, and should be set to provide a safe, consistent, and reasonable speed to protect people walking, biking, or rolling along the roadway. Safer speed is a cross-cutting issue that involves roadway design, infrastructure interventions, speed limit setting, education, and enforcement. This objective describes research needed to directly demonstrate the impacts of speed management efforts for vulnerable road users and speed management implementation approaches.

Research under this objective directly addresses the requirement in Section 11122(b)(2) of BIL to prioritize research on *the impacts of traffic speeds on safety*. Research areas determined by the Administrator pursuant to Section 11122(b)(4) of BIL related to initiatives under this objective include technology and innovation, planning and policy development, and data and methods.

Through the NRSS, the Department has committed to:

- Developing and improving the information available for setting speed limits through Proven Safety Countermeasures and the MUTCD, providing a range of methodologies depending on the context of the roadway;
- Clarifying the applicability and correct use of key criteria used in setting speed limits, such as the 85th percentile method; and

- Providing technical assistance to all sizes of communities to determine appropriate speed limit setting, considering external assistance from leading practitioners and research organizations.

By relating vehicle speed conditions to the design of roadway infrastructure, this objective builds upon the research activities in Safety Objective 1: Increase vulnerable road user safety through roadway design improvements. Additionally, Trips Objective 2: Encourage more vulnerable road user trips, is supported by this work by facilitating more comfortable speed conditions on mixed-use roadways. Facility design data supporting research under this objective also contributes to the other Safety objectives, as well as the Trips objective to encourage more vulnerable road user trips by highlighting the physical infrastructure conditions that promote or hinder safe travel speeds.

The FHWA has completed work in alignment with this objective, including development of a ***Traffic Calming ePrimer***: This guide incorporates noteworthy new practices and research findings concerning traffic calming and addresses specific topics such as mid-block crossings and community connections.

Emerging and future research supporting management of vehicle speeds to improve vulnerable road user safety is consistent with the Safe System Approach. Because of the role of speed in fatal crashes, FHWA is providing new resources on the setting of speed limits and on re-engineering roadways to help "self-enforce" speed limits. The FHWA will work with NHTSA to study and develop resources on slowing streets for pedestrian safety in high pedestrian traffic areas. Additional future research under this objective deals with speed-related technologies and enforcement measures; specifically, the enforcement of speed limits and the use of technology, like speed safety cameras or vehicle speed controls. While there is speed safety camera guidance under development, additional research related to this technology is necessary for equitably achieving comfortable, safe roadway conditions for vulnerable road users. The following list reflects ongoing and planned projects that support this research direction:

- ***Safe System Approach for Speed Management***: This informational report aims to help practitioners understand the impacts of speed on traffic safety and explore linkages between speed management and the Safe System Approach by introducing a five-tiered Safe System Approach for Speed Management Framework, including key illustrative examples in the form of domestic and international case studies.
- ***Update to USLIMITS2***: This web-based tool helps practitioners set reasonable, safe, and consistent speed limits for specific segments of roads and takes pedestrians and bicyclists into consideration. This tool is applicable to all types of roads. The FHWA is currently developing additional resources related to this tool and is updating the tool under NCHRP 03-139 "Next Generation of the USLIMITS2 Speed Limit Setting Expert System."
- ***Methods and Practices for Setting Appropriate Speed Limits for All Roads and Streets***: The purpose of this project is to provide a single, comprehensive source of information on a variety of different approaches to determining appropriate posted speed limits that are safe for all road users, covering the advantages and disadvantages of different approaches.

Safety Objective 3: Develop tools and methods to assess safety impacts to vulnerable road users

Many agencies struggle with having little to no multimodal exposure data, and no well-accepted national method exists for estimating vulnerable road user demand. Tools and methods to assess safety impacts to vulnerable road users are needed when assessing these data to make planning decisions for vulnerable road users. Additional tools and methods to assess vulnerable road user safety may include emerging technologies and effective collaboration processes for data sharing. The FHWA is working to gather and analyze additional information on vulnerable road user risk to inform decision making on infrastructure and other safety interventions. Assessing risk requires accurate data on the locations and volume of people walking, biking, or rolling (i.e., exposure data), which in turn requires volume counts and an inventory of the active transportation network. These data may also be relevant in accomplishing Trips and Networks objectives that relate to improved data collection processes to measure vulnerable road user trips.

Research initiatives relevant to developing tools and methods to evaluate vulnerable road user safety impacts address Section 11122(b)(3) of BIL, which requires this plan to prioritize research relating to *tools to evaluate the impact of transportation improvements on projected safety of bicycling and walking*. Research activities under this objective will also support several research areas determined by the Administrator pursuant to Section 11122(b)(4) of BIL, including equity, data and methods, planning and policy development, and technology and innovation. This objective will also facilitate evidence gathering related to road configurations associated with the highest risk of pedestrian and cyclist crashes, as identified in the DOT Learning Agenda.

Initiatives for developing tools and methods to assess safety impacts to vulnerable road users under this objective are aligned with the research initiatives for Trips Objective 1: Improve data collection and measurement of vulnerable road user trips. Particularly, the Trips project "Enhancing Vulnerable Road User Detection and Volume Data Through Advanced Imaging Techniques" supports this safety objective by evaluating emerging technologies for their appropriate usage in collecting vulnerable road user exposure data. This safety objective is also strengthened by the Networks Objective 1: Enhance vulnerable road user data collection; while this safety objective focuses on the individual vulnerable road user experience and the networks objective emphasizes impacts for vulnerable road users within the full network, these research areas combined can contribute to a comprehensive understanding of safer conditions for vulnerable road users.

As part of the Safety Data Initiative, the Department will continue exploring ways to integrate existing data and new "big data" sources to conduct predictive analysis on vulnerable road user safety.[12] The Department will continue collaboration across its Operating Administrations to leverage new and existing data sources (including, for example, the Fatality Analysis Reporting System (FARS), Crash Investigation Sampling System (CISS), Crash Report Sampling System (CRSS), Centers for Disease Control and Prevention (CDC) Vulnerable Populations Tool, National Emergency Medical Services Information System (NEMSIS), NHTSA Electronic Data Transfer program, Highway Performance Monitoring System (HPMS), Highway Safety

[12] The DOT Learning Agenda identifies this among other evidence-building activities related to pedestrian and cyclist safety.

Information System (HSIS), and the Applications of Enterprise Geographic Information Systems for Transportation (AEGIST) Pooled Fund Study).

The FHWA has completed work relevant to this objective, including the following sample projects:

- ***Update to the Pedestrian and Bicyclist Safety Crash Analysis Tool (PBCAT) Version 3.0***: The PBCAT is an open-access software application designed to assist State and local pedestrian and bicycle coordinators, planners, and engineers in addressing pedestrian and bicyclist crash problems.
- ***Guide for Scalable Risk Assessment Methods for Pedestrians and Bicyclists and Areawide Exposure Tool***: This guide describes scalable risk assessment methods for pedestrians and bicyclists, wherein risk is a measure of the probability of a crash to occur given exposure to potential crash events. This guide outlines eight sequential steps to develop risk values at various desired geographic scales and describes the scope and nature of each step, including guiding principles. The Areawide Exposure Tool supplements the guide, making it easy for practitioners to obtain and summarize nationwide travel survey data to estimate pedestrian and bicyclist exposure to risk at Statewide and Metropolitan Planning Organization (MPO) area scales.

Emerging and future areas of research will expand on and update these initial efforts to develop tools and methods that evaluate safety impacts to vulnerable road users. For example, FHWA may collect and assess data on vulnerable road user interactions with ADS, develop improved methods to project vulnerable road user demand, assemble comprehensive Complete Streets measures, and provide practitioners analytical tools for identifying and prioritizing vulnerable road user safety interventions. Measuring the benefits of implementation for HSIP related projects is another area of research to be developed under this objective. The FHWA will partner with NHTSA to study additional tools and methods, such as measuring pedestrian exposure using electronic devices and completing an in-depth crash investigation study for vulnerable road users. Projects related to these emerging and future research areas that are ongoing or planned include:

- ***Third Generation Simulation (TGSim) Data: A Closer Look at the Impacts of Automated Driving Systems on Human Behavior***: The FHWA will collect data on the 23rd Street NW Arterial on the George Washington University Campus using Closed-Circuit Television (CCTV) cameras on tall campus buildings. This project uses object detection to monitor and track pedestrian metrics, such as position and velocity, across five city blocks. This project will contribute to future research on the interactions between vulnerable road users and automated vehicles as compared to interactions between vulnerable road users and conventional vehicles.
- ***Methods to Estimate and Forecast Pedestrian and Bicyclist Demands to Support Safety Investments and Guidance on Crossing Locations***: This activity involves developing and testing planning-level demand estimation methods suitable for individual projects and integrating pedestrian and bicyclist demand estimation into regional models to demonstrate potential applications for active transportation project evaluation. Related to

this work is an ongoing effort to develop crash exposure estimation methods for nonmotorized trips for systemic safety applications. This activity involves conducting case studies and implementation assistance demonstrating how to obtain count data, demand estimates, conflict data, or a combination of these and other data to estimate pedestrian and bicyclist crash exposure for individual projects and larger systems or networks.

- ***Complete Streets Performance Measures Identification Project***: This project aims to develop an agency-wide strategy to coordinate the identification, collection, and use of pedestrian, bicycle, and transit volume, infrastructure, crash data, and many other performance metrics. This initiative seeks to improve the understanding of multimodal safety and connectivity needs as well as equity and climate impacts and will create an inventory of existing and needed research projects and activities in this area.
- ***My Street Pedestrian Crash Tool***: My Street is a web-based, sketch-level planning tool to address pedestrian crashes using a systemic approach. The application is proposed to use a person-based perspective of risks, based on various contexts, and the potential benefits of safety countermeasures. My Street will provide transportation professionals with visuals to communicate the impact of safety improvement options to decision-makers and the public. My Street is proposed to use local crash and roadway data, to automate systemic analysis, and to create maps showing priority locations for safety improvements.
- ***Improving Road Safety for All Users on Federal-Aid Projects***: This project will use information gathered through the "Improving Road Safety for All Users on Federal-Aid Projects" Request for Information (RFI), released in January 2023, and other efforts to develop an informational report and outreach and communications materials and resources on how to consider and integrate safety into all Federal-Aid programs and projects.
- ***Expanding the Compilation and Evaluation of Motorized and Nonmotorized Crash Data in Identifying Safety Needs***: An NCHRP project is investigating motorized and nonmotorized crash data to identify safety needs. As of 2023, there are 46 States that have nonmotorized, pedestrian, and/or bicycle emphasis areas in their Strategic Highway Safety Plans under the HSIP.

Safety Objective 4: Increase vulnerable road user safety through emerging technologies

Future generations of vehicles may increasingly incorporate emerging technologies that may prevent certain crashes from occurring and mitigate the severity of harm caused to vulnerable road users when a crash does occur. Emerging vehicle technologies may include vulnerable road user protection systems and driver assistance technologies such as pedestrian automatic emergency braking, adaptive driving beam (ADB) headlighting systems, and lane keeping assistance to benefit vulnerable road users (such as those using bike lanes). Additionally, emerging micromobility technologies may have impacts on vulnerable road user safety, especially with respect to user conflicts (e.g., micromobility devices vary considerably in size, weight, and speed, and they share space with other vulnerable road users on the roadway).

Connected vehicle technologies are equipment, applications, or systems that use V2X communications to address safety, system efficiency, mobility, equity, and sustainability on our roadways. Connected vehicle technology allows for communication between conventional vehicles, automated vehicles, infrastructure, and vulnerable road users which can serve to protect vulnerable road users by increasing their detection and driver awareness of their presence. Connected vehicle technology can also aid vulnerable road users by alerting them to and increasing their awareness of traffic scenarios and hazards. Through prior research, FHWA has proven that connected vehicle technology, specifically the application of interoperable V2X communications capabilities using the 5.905 – 5.925 GHz spectrum frequency band, is effective in protecting vulnerable road users and drivers. The FHWA and the Intelligent Transportation Systems (ITS) Joint Program Office (JPO) will be providing technical assistant to state and local agencies to support V2X based vulnerable road user system deployments. There is still opportunity to conduct additional research to reduce the cost of implementing connected vehicle technology and advance the use and deployment of the technologies, such as through the DOT Intersection Safety Challenge under Safer Roads actions for the NRSS.

Vehicles equipped with ADS technology offer several potential benefits to the transportation system beyond that which can be achieved with conventional vehicles. However, additional research is needed to address the following potential concerns related to how these vehicles and/or systems will interact with vulnerable road users.

- There are limits to these vehicles' vulnerable road user detection abilities that may put vulnerable road users at risk;
- The locations where ADS-equipped rideshare and delivery vehicles pick up and drop off passengers and goods have the potential to be new points of ADS-vulnerable road user conflict;
- Vulnerable road users may be unaware of the type of vehicle they are interacting with (ADS-equipped, CDA-capable, or conventional); and
- Vulnerable road users may overestimate the detecting capabilities of ADS-equipped vehicles and make risky street crossing decisions.

Emerging technologies and their relationship to vulnerable road user safety is a research area determined by the Administrator pursuant to Section 11122(b)(4) of BIL. Research activities under Networks Objective 1: Enhance vulnerable road user data collection and Equity Objective 1: Understand and reduce disparities in safety, comfort, and mobility across demographic groups are supported by this safety objective. An improved understanding of how emerging technologies impact vulnerable road users differently across demographic groups may also highlight the extent to which such technologies exacerbate or mitigate disproportionate harms. Data that would support this and related objectives include demographic data, facility condition data, and data on the natural and built environments.

This objective is also related to two other BIL requirements:

- Section 11504 of BIL directs the DOT to study the existing and future impacts of self-driving vehicles on transportation infrastructure, mobility, the environment, and safety.

- Section 24219 of BIL directs NHTSA, FHWA, and the ITS JPO to expand vehicle-to-pedestrian research efforts focused on incorporating bicyclists and other vulnerable road users into the safe deployment of connected vehicle systems, including an analysis of the extent to which applications supporting vulnerable road users can be accommodated within existing spectrum allocations for connected vehicle systems.

The FHWA has completed work in alignment with this objective, including the following key project examples:

- ***Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Pilot***: The objective of the pilot was to use connected vehicle technology to improve safety and mobility of road users in downtown Tampa. A V2X application called Pedestrian Collision Warning (PCW) that detected pedestrians crossing a mid-block crossing and warned approaching equipped vehicles if they were on a crash trajectory with the pedestrian was deployed. Pedestrians were tracked and their trajectory was converted to a personal safety message that was transmitted to the oncoming vehicles via a roadside unit installed at the mid-block. Over the course of the pilot, 21 potential pedestrian crashes were prevented.
- ***Pedestrian Technology Test Bed Phase II Report***: With this work, FHWA presented the development and implementation of a multi-functional Pedestrian Technology Test Bed at the FHWA Turner-Fairbank Highway Research Center (TFHRC), along with a standardized, holistic, and flexible assessment plan strategy. These tools were applied to the assessment of commercially available Vehicle-to-Person (V2P) technologies to identify their strengths and weaknesses and reveal their potential effectiveness for improving pedestrian safety. The test environment supports continued research, testing, and demonstration of connected pedestrian and bicyclist system concepts, standards, applications, and innovative products aimed to maximize road user safety.
- ***Smartphone-Based Mid-Block Pedestrian Crossing In-Vehicle Warning Phase II Report***: The FHWA and ITS JPO developed a V2P smartphone application that allows pedestrians to signal their intent to cross midblock, which triggers an in-vehicle warning to nearby drivers. Previous testing at a closed track with participant drivers indicated that the in-vehicle warning, communicated via a dashboard-mounted smartphone, encouraged drivers to yield at marked midblock crossings. Field tests conducted at three live crossing locations indicated that participants used the application as intended without significant changes in crossing behavior relative to a non-connected smartphone-based alternative.
- ***Integrating Vulnerable Road User Impact Assessments with Vehicle Communication Technologies***: Build on a Small Business Innovative Research project conducted on hardware and software for connected bicycles, FHWA funded a second phase effort called Multimodal Alerting Interface with Networked Shortrange Transmissions (MAIN-ST) to develop the technology to bring bicycles onto V2X networks via a Basic Safety Message for Bicycles (BSM-B).

Emerging and future research will explore the potential role of infrastructure in mitigating concerns around emerging technology and their interactions with vulnerable road users and may investigate the role of augmented reality technology to improve vulnerable road user safety.

The FHWA will ensure that safety and mobility impacts and opportunities for vulnerable road users are incorporated into research and policies on vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), V2P, and V2X communication technologies. The FHWA plans to prioritize ADS-vulnerable road user interaction research needs and implement priority projects related to the following topics: vulnerable road user detection limitations and the potential for infrastructure to support vulnerable road user detection; determining and evaluating new conflict points between vulnerable road users and ads equipped vehicles; vulnerable road user gap acceptance for automated vehicles; and issues related to vulnerable road users interacting within mixed fleets.

The FHWA, in partnership with NHTSA, will support some of these emerging research areas by conducting a literature review on the interactions between automated vehicles and pedestrians and bicyclists, studying the development of an illuminated virtual crosswalk, and studying child safety using optical and V2X digital alerting technology.

Ongoing and planned projects related to this area of research include:

- ***Investigate Key Automated Vehicle Human Factors Safety Issues Related to Infrastructure***: The first study in this project focuses on driver behavior when operating a vehicle with different levels of automation and connectivity while interacting with a bicyclist on a roadway with a dedicated bicycle lane and shared use lane.
- ***Ensuring CDA and Vulnerable Road Users Safety Through Infrastructure***: Phase 1 of this project completed a literature review and gap analysis to determine critical research areas related to how CDA and vulnerable road users will interact. Phase 2 will investigate CDA and bicyclist interactions in a roundabout scenario with a shared lane and a dedicated bike lane.

Equity Goal: Promote equity throughout the transportation planning, design, funding, implementation, and evaluation process

Equity is a research area determined by the Administrator pursuant to Section 11122(b)(4) of BIL. The Department is committed to pursuing a comprehensive approach to advancing equity for all and is taking actions to expand access and opportunity to all communities while focusing on underserved, overburdened, and disadvantaged communities. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of safe access to affordable and reliable transportation options based on the needs of the populations being served, particularly those that are traditionally underserved. Within the realm of transportation planning for vulnerable road users, equity focuses on ensuring all communities have access to safe, convenient, and comfortable active transportation infrastructure that is well-connected to the broader transportation network, including public transportation. This equity goal supports the Department's mode shift priority and aim of increasing transit ridership, established in the DOT Strategic Plan.

Focusing on equity also supports the purpose of Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities through the Federal Government*, to address systemic barriers to opportunities and benefits for underserved groups. "Underserved populations" include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits.[13] This Vulnerable Road User Research Plan also considers the needs of people with disabilities; older and younger individuals; rural populations; Tribal communities; women; and lesbian, gay, bisexual, transgender, and queer (LGBTQ+) people. Other vulnerable road users of interest who encounter disproportionate harm in the transportation system include those for whom the street is primarily a workplace, such as delivery workers completing trips by bicycle.

Americans with Disabilities Act. The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The ADA requires that public entities and recipients of Federal financial assistance ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

This goal is also in alignment with the DOT Transportation Equity Data and Assessment Tools Research Roadmap. The Equity Research Roadmap identifies opportunities for equity-related research topics across DOT. The roadmap contains two Action Areas that specifically relate to vulnerable road user research: Address Gaps in Data Collection and Measure Equity Outcomes. Relevant research opportunities include the use of passive travel data for equity analysis; filling data gaps on bicycle and pedestrian facilities, travel patterns, and crashes; and developing measures of comfort for people traveling or working in transportation.

This goal will provide evidence for identifying the equity considerations in reducing pedestrian and cyclist crashes and ways FHWA can address disparities in pedestrian crashes through infrastructure solutions, as identified in the DOT Learning Agenda.

The DOT recently conducted a survey of transportation agencies (State DOTs and MPOs) focused on equity in planning and public involvement, and the results of that survey may identify further research and capacity-building needs specific to the consideration of equity in planning and public involvement of projects for people walking, biking, or rolling.

The Equity goal includes research activities that advance equity considerations in transportation planning, programming, and performance measurement. Objectives supporting this goal include:

- Understand and reduce disparities in safety, comfort, and mobility across demographic groups; and
- Integrate equity into the active transportation planning practice.

[13] See FHWA's Environmental Justice Reference Guide for additional information.

Equity Objective 1: Understand and reduce disparities in safety, comfort, and mobility across demographic groups

In alignment with the DOT Strategic Plan direction to reduce racial and gender disparities in transportation-related health and safety outcomes, FHWA seeks to reduce disparities across various demographic groups including Black, Indigenous, and people of color (BIPOC); women; people with disabilities; lower-income people; younger and older individuals; people in rural communities; and LGBTQ+ people. These disparities are often clustered by geography and can be mapped. This means that integrating equity into transportation safety projects is essential when deciding where to apply engineering countermeasures and what measures to implement. Transportation professionals will make more rapid progress toward the goal of zero roadway deaths and serious injuries by addressing the disparate traffic safety outcomes of underserved communities.

The AASHTO CAT research review reveals the following regarding disparities:

- Low-income and BIPOC populations face a disproportionate lack of access to high quality and safe bicycling and pedestrian facilities.
- Poor active transportation conditions disproportionately burden people with disabilities.
- Underserved populations, including those who are BIPOC and/or with lower incomes or who use wheelchairs, are more likely to be involved in pedestrian and bicycling crashes and have more severe injuries.
- Personal safety concerns (including fear of violence and harassment) disproportionately negatively affect women, LGBTQ+ people, and BIPOC, which can lead to reduced participation in walking, biking, and rolling.

Through this objective, FHWA aims to conduct more research to improve data and methods enabling our understanding of how traditionally underserved groups walking, bicycling, and rolling face disproportionate safety, comfort, and mobility impacts. Types of data collected and analyzed under this objective may be related to facilities, perception, demographics, and the built environment. Equity analysis methods can be used to inform work to reduce vulnerable road user fatalities and serious injuries; improve access to multimodal networks; and increase rates of walking, biking, and rolling among underserved groups. It will also inform work under Equity Objective 2: Integrate equity into the active transportation planning practice, Trips Objective 2: Encourage more vulnerable road user trips, and Safety Objective 3: Develop tools and methods to assess safety impacts to vulnerable road users. It may also support other data collection-related objectives as well.

The FHWA has completed limited work in support of this objective, including the following example project, ***The Why and How of Measuring Access to Opportunity: A Guide to Performance Management***. This guide provides State DOTs and MPOs with an overview of the performance management state of practice with a focus on connectivity, multimodal, and livability outcomes.

Emerging and future research in this area may explore impacts to vulnerable road users of historic and present-day investment and disinvestment in active transportation infrastructure, the relationship between bicycle and pedestrian facilities and gentrification, and the roadway safety

needs of people experiencing homelessness or housing insecurity. The impacts, benefits (or potential harms), and outcomes of pedestrian and bicycle investments, particularly for disadvantaged communities, may be understood by assessing access to essential services, opportunities for income and wealth generation, reduction of personal transportation costs, job growth, housing affordability and displacement, and health outcomes. Building on this understanding, FHWA may explore countermeasures and interventions to redress these disparities and prioritize implementation of these countermeasures at project sites that are responsive to the disproportionate fatality and injury impacts, lack of accessible pedestrian facilities for people with disabilities, and poor connectivity that low-income communities and BIPOC experience. The FHWA may also conduct research on accessibility for innovative and quick-build pedestrian and bicycle designs and the equitable application of speed safety cameras. In support of this future research direction, the following are critical ongoing and planned projects:

- ***Pedestrian Safety for Tribal Communities***: This research project includes a systemic safety study that seeks to examine risk factors for pedestrians in rural Tribal settings and to explore transportation planning practices and practical safety strategies for decreasing pedestrian fatalities and injuries in rural Tribal areas.
- ***Tribal Development of Trails and Other Dedicated Pedestrian and Bicycle Infrastructure***: This white paper features trails projects highlighting noteworthy practices that Tribes and their partners use to support the planning and development of trails in Tribal communities. The research provides information and resources for Tribes and Tribal trails champions interested in planning and building dedicated pedestrian and bicycle infrastructure.
- ***Exploring Potential Contributors to Racial and Socioeconomic Disparities in Pedestrian and Bicyclist Morbidity and Mortality***: This project will assess structural causes and potential strategies to address why underrepresented populations are overrepresented as victims in serious injury and fatal pedestrian and bicyclist crashes.
- ***Ensuring Accessibility Around New and Quick-Build Pedestrian and Bicycle Designs:*** This project is reviewing accessibility concerns for innovative new and quick-build pedestrian and bicycle designs and is conducting an experiment with people who are blind in modifying wayfinding cues around quick-build intersection bulbouts. This project will identify critical research needs, and future projects may conduct experiments and recommend new designs to enhance accessibility for all users.

Equity Objective 2: Integrate equity into the active transportation planning practice

An equitable transportation system recognizes the critical role of affordable and reliable transportation in providing access to social and economic opportunities and the travel behavior associated with various demographic groups. Providing more travel choices to all, including bicycle and pedestrian options and active transportation connections to transit, can help the nation to increase access to economic opportunity by meeting the transportation needs of underserved communities. Considering equity throughout the transportation planning process is necessary to develop solutions to the disparities discussed under the previous objective. With this objective, FHWA aims to understand relevant travel behavior and identify best practices,

disseminate information to practitioners, and develop methodologies to enable integration of equity into planning for vulnerable road user safety, comfort, and mobility.

This objective will build on the data-informed understanding developed through the previous equity objective. It may also influence Networks Objective 2: Improve measurement and analysis of vulnerable road user network connectivity and Networks Objective 3: Integrate vulnerable road user networks into planning, project selection, and workforce development.

The FHWA is partnering with the Federal Transit Administration (FTA) through the Capacity Building Program regarding connections between active and public transportation and equity. The FHWA has completed other work in support of this objective, including the following example project, the ***Shared Micromobility and Equity Primer***. This resource describes actions that local jurisdictions can take to ensure shared micromobility systems enhance equity and includes several successful case studies.

Emerging and future research under this objective will further explore how to incorporate equity into the active transportation practice, including during planning, implementation, and the evaluation of projects. Through this objective, FHWA will pursue research projects that support robust community engagement and respond to stated community needs. In support of the future research direction for this objective, the following critical projects are planned or ongoing:

- ***Use of Shared Mobility to Promote Equity***: Identify and promote ways that shared mobility can help to improve equity in communities throughout the U.S. by integrating bicycle, pedestrian, and transit options for people in all types of communities. Pursue additional research and case studies as needed regarding the safety benefits of shared mobility. Examine linkages between walking, bicycling, transit, and shared mobility, for example, through the provision of bike racks on car share vehicles, the emergence of electric bikes, and accessible (i.e., adaptive) bike share options.
- ***Integration of Access and Safety Across Agencies***: Provide education and technical assistance to non-transportation agencies (e.g., public health, housing, labor, natural resource, and parks and recreation) to encourage integration of pedestrian and bicycle access and safety into their projects and programs that promote equity.
- ***State DOT ADA Transition Plan Implementation Handbook***: This handbook will highlight successful practices in removing pedestrian facility barriers for people with disabilities. State DOTs were surveyed to identify best practices completing ADA self-evaluations, collecting and managing data, communicating with the disability community, and designing and constructing facilities in the public right of way. Accessible pedestrian networks are essential to the ability of all road users to fully utilize transportation services and have access to employment, education, and other opportunities.
- ***Local Public Agency ADA Transition Plan Implementation Handbook***: The majority of pedestrian facilities are located under the jurisdiction of counties, cities, and small towns across the country. They have the same requirements for an ADA transition plan as their State DOTs, but many have limited resources to perform self-evaluations and develop ADA transition plans. Many agencies struggle with implementation due to lack

of technology and expertise. This handbook will comprise best practices used by agencies to effectively utilize the resources they have to remove barriers and create accessible pedestrian networks.

Networks Goal: Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the U.S.

Networks are interconnected active transportation facilities—which may include sidewalks, on-street bike lanes, and trails—that help people get where they need to go. Enhancing vulnerable road user connections reduces barriers and increases equitable access to jobs and services for all, especially when nonmotorized networks provide access to transit. The presence of well-connected, complete nonmotorized networks can also play a role in reducing traffic congestion on roadways by enabling local travelers to replace short driving trips with nonmotorized and/or transit trips. Networks may promote modes of transportation that are sustainable and more resilient to climate change as well.

Transit Flex. The FHWA seeks to prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micro-mobility users, freight and delivery services providers, and motorists. A key goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. The FHWA encourages consideration of strategies that improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; and plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management. *Transit Flex* allows funds from certain FHWA programs to be "flexed" to the FTA to fund projects for transit agencies and to be used for transit projects. Transit Flex is relevant to Networks Objective 3: Integrate vulnerable road user networks into planning, project selection, and workforce development.

The Networks goal includes research activities that support assessing network quality, connectivity and use, and developing networks with all types of users and ability levels in mind. Objectives supporting this goal include:

- Enhance vulnerable road user facility data collection;
- Improve measurement and analysis of vulnerable road user network connectivity; and
- Integrate vulnerable road user networks into planning and project selection.

Networks Objective 1: Enhance vulnerable road user facility data collection

Alongside the need for safety-related vulnerable road user data (see Safety Objective 3: Develop tools and methods to assess safety impacts to vulnerable road users), transportation professionals rely on accurate, comprehensive facility data in order to fund, plan, design, construct, and evaluate active transportation facilities and networks. However, few agencies possess a comprehensive, regularly updated database on active transportation facility conditions and operations. Among the agencies that do maintain these types of data, there is variation in collection methods and quality control. Therefore, it is difficult to report the degree of nonmotorized network coverage and to track increases in coverage. Better facility data will eliminate information gaps regarding the nonmotorized network and enable assessment of

facility and network quality in support of Networks Objective 2: Improve measurement and analysis of vulnerable road user network connectivity.

Through this objective, FHWA aims to address inconsistencies and gaps in nonmotorized facility data collection to ensure agencies are using reliable, up-to-date, and comprehensive facility data to guide decision making. The objective directly aligns with the data and methods research area determined by the Administrator pursuant to Section 11122(b)(4) of BIL, as well as Section 11122(b)(2) of BIL, which requires this plan to prioritize research on the *impacts of access to low-traffic stress corridors on safety and rates of bicycling and walking,* and Section 11122(b)(3), which requires this plan to prioritize research on *tools to evaluate the impact of transportation improvements on projected rates and safety of bicycling and walking*. The objective supports collection of nonmotorized facility and infrastructure data which may lead to a better understanding of limitations or gaps in access to low stress traffic corridors and improve safety and planning at a network scale.

The FHWA has completed limited work in support of this objective, including the following example project, the ***WalkOn™ Mobile Application***. This mobile application enables crowdsourcing of sidewalk condition data for use by practitioners to facilitate pedestrian network planning.

Emerging and future research under this objective may include development of a national repository for pedestrian facility data. The Department's Learning Agenda identifies a need to continue the development of the Model Inventory of Roadway Elements (MIRE) to fully include pedestrian and bicycle infrastructure that improves safety and develop analytics tools that can be used by agencies to identify needs and document progress of bicycle and pedestrian infrastructure. Improvements to MIRE will facilitate more comprehensive research on bicycle and pedestrian networks.

The FHWA is actively pursuing or plans to pursue significant work in alignment with this objective, including:

- ***National Bikeway Network System***: This initiative is under development and will enable agencies to share bicycle facility geospatial data in a uniform manner.
- ***Expanding the Availability and Deployment of Data***: This effort involves building on the ongoing coordinated and comprehensive effort among DOT stakeholders to expand the availability and deployment of data about pedestrian and bicycle network infrastructure. Projects include updating the Travel and Monitoring Analysis System (TMAS) to accept bicycle and pedestrian count data, and revisions to the 2016 Traffic Monitoring Guide to update data definitions.
- ***Bicycle Network Expansion Impact on Safety***: This activity involves conducting research in cities with long-established count programs and a history of bicycle network expansion to identify relationships between bicycle network extent and serious injury/fatality rates.

Networks Objective 2: Improve measurement and analysis of vulnerable road user network connectivity

Building on Networks Objective 1: Enhance vulnerable road user facility data collection, improved tools and methods to analyze data at a network scale are required to inform evidence-based decision making. The objective directly aligns with the data and methods research area as determined by the Administrator pursuant to Section 11122(b)(4) of BIL, as well as the requirement in Section 11122(b)(3) that this plan prioritize research on *tools to evaluate the impact of transportation improvements on projected rates and safety of bicycling and walking*. Effective measurement and analysis of vulnerable road user network connectivity can help transportation practitioners identify high priority network gaps, implement cost-effective solutions that address multiple needs, optimize potential benefits, and measure the long-term impacts of strategic pedestrian and bicycle investments.

Some improvements have been made to pedestrian and bicycle data collection methods and analysis tools, and research on nonmotorized transportation issues has increased. For example, FHWA published the *Measuring Multimodal Network Connectivity Pilot Grant Report* identifying a range of options available for measuring network connectivity and tracking change over time, covering low stress methodologies.

Key examples of significant work the FHWA has completed in alignment with this objective include:

- ***Evaluation of Level of Service Methodologies***: This effort involved the evaluation of level of service methodologies to incorporate multimodal considerations and include new and emerging bicycle facility types. To further this effort, FHWA published the *Guidebook for Measuring Multimodal Network Connectivity*, which includes fact sheets on bicycle and pedestrian level of service connectivity measures. The FHWA's multimodal connectivity pilot program includes implementation of bicycle and pedestrian level of service analysis.
- ***Manual on Pedestrian and Bicycle Connections to Transit***: The FHWA supported FTA in developing and promoting this guidebook, which covers topics including pedestrian and bicycle access improvement opportunities, station area design, bicycle parking and bike share at transit stations, and more.
- ***Targeted Technical Assistance in Richmond, VA***: The FHWA published a study conducting a bicycle and pedestrian network connectivity analysis around future Bus Rapid Transit stations in Richmond, VA.
- ***Bicycle Network Planning & Facility Design Best Practices in the Netherlands and U.S.***: This effort involved the exploration and application of information generated through international best practices research, building upon a cooperative agreement with the Netherlands. The FHWA also conducted three ThinkBike workshops with support from the Dutch embassy.
- ***Case Studies in Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks Volume II***: This report highlights pedestrian and bicycle network principles and showcases examples from communities across the country.

While the state of the practice is moving forward, there is still a need to mainstream and institutionalize these efforts, especially in terms of network connectivity. To this end, FHWA prioritizes projects and research that improve the measurement and analysis of network connectivity, both through building upon existing methods and evaluation tools, as well as promoting innovation and the development of new analytical tools and methods. The Neighborhood Access and Equity discretionary grant program included in the Inflation Reduction Act includes eligibilities for planning and constructing active transportation networks and spines (23 U.S.C. 177(a)(1)(D)), which furthers the need for supporting agencies in conducting multimodal network connectivity planning and analysis. The Active Transportation Infrastructure Investment Program, authorized by Section 11529 of BIL but not yet appropriated funding, also focuses on planning and constructing active transportation networks and spines.

A future direction for this objective involves continued engagement, future research opportunities, and resource development to support the planning of multimodal networks. Next steps may include hosting peer exchanges or webinars to share noteworthy examples and lessons learned; supporting further research to identify new and validate existing data sources, including the refinement of existing data tools; conducting additional pilots to explore connectivity analysis methods and measures that were only marginally addressed through completed pilot projects such as network density, route directness, and network quality; supporting multimodal network analysis pilots specifically addressing specialized analysis scenarios, such as walk- and bike-sheds around schools or connectivity in environmental justice areas; and establishing a technical-transfer activity to help mainstream the practice of multimodal network connectivity. Key examples of projects currently underway or planned aligned with this objective are:

- ***Complete Streets Modeling Best Practices and Gaps Analysis***: This effort is assessing current capabilities related to the modeling and analysis of Complete Streets. A best practices document will be developed describing how current analysis, modeling, and simulation tools can be applied to Complete Streets. A separate document will be developed to identify where current tools need to be improved in order to better model Complete Streets.
- ***Geospatial Economic Multimodal Transportation System Modeling (GEMS) Complete Street Study***: This study will leverage the GEMS model to analyze the impact of Complete Street policies on transportation network performance, demands for different modes, and different population groups.
- ***Infrastructure Construction Cost and Maintenance Documentation Study***: This effort involves the study of procedures for, and implications of, documenting nonmotorized infrastructure construction and maintenance costs within the context of larger multimodal projects. The deliverable will be a recommended framework for collecting pedestrian and bicycle project costs using a case-study approach. The FHWA's Office of Safety has ongoing research into standard construction cost elements for pedestrian and bicycle facilities.
- ***It's Transportation for All of US (ITS4US)***: The ITS4US Deployment Program is a $40 million multimodal effort to identify ways to provide more efficient, affordable, and accessible transportation options for underserved communities that often face greater

challenges in accessing essential services. The program aims to solve mobility challenges for all travelers with a specific focus on underserved communities. Projects within this program include developing pedestrian data standards, creating software to connect rural and disadvantaged populations to health care, streamlining access to multi-agency transit trips, and furthering the development of accessible autonomous shuttles. This program will enable communities to build local partnerships and develop and deploy integrated and replicable mobility solutions to achieve complete trips for all travelers.

- ***Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund****:* This program supports State, MPO, and local pedestrian and bicycle experimentation with, and evaluation of, projects that promote design flexibility, contribute to connected networks, and encourage collaboration.

Networks Objective 3: Integrate vulnerable road user networks into planning, project selection, and workforce development

Active transportation network data, including vulnerable road user volume and infrastructure data, can help guide transportation decision making. While vulnerable road user needs should be considered as part of the planning, prioritization, and selection of transportation projects, barriers to this full integration exist. The objective directly aligns with the planning and policy development research area determined by the Administrator pursuant to Section 11122(b)(4) of BIL. Through this objective, FHWA aims to institutionalize vulnerable road user network considerations in the practice of transportation decision making by informing policy development and advancing established policies like the NRSS, internal and external workforce development, and engagement with research collaborators (e.g., through use of the Transit Flex program).

The FHWA has completed several key projects in alignment with this objective including:

- ***Small Town and Rural Multimodal Networks***: This project provides information, illustrations, and a discussion of how to implement multimodal facilities in a rural context.
- ***Implementing Context Sensitive Design on Multimodal Corridors***: This guide provides an easy-to-use resource that clearly communicates the principles, techniques, and design solutions highlighted in the original Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach document.
- ***Safety for All Users***: This report provided information to States and MPOs to adopt standards for the design of Federal surface transportation projects for safe and adequate accommodation of all users, focusing on pedestrians and bicyclists.
- ***Bicycle and Pedestrian Transportation University Coursebook***: This coursebook for use in University-level courses has been updated and supports mainstreaming bicycle and pedestrian transportation content.
- ***FHWA Local Public Agency (LPA) Resources***: These informational resources include pedestrian and bicycle content as part of the FHWA Federal-aid Essentials for Local Public Agencies video library, LPA reference material, and the five regional Transportation Workforce Centers. These resources inform local public agencies on how

Federal-aid funds can be used to construct safe, convenient, and accessible walking and bicycling facilities.

- ***Noteworthy Local Policies That Support Safe and Complete Pedestrian and Bicycle Networks***: This resource provides local and state agencies with tools to develop policies that support the development of safe and complete bicycle and pedestrian networks for users of all ages and abilities.

Emerging and future research areas involve further developing and implementing effective outreach strategies and encouraging stakeholders to integrate vulnerable road user network objectives and needs into State and local projects, programs, policies, and other initiatives. For example, FHWA plans to develop informational resources for State, MPO, and local agency staff on conducting pedestrian and bicycle experimentation and evaluation projects, including examples and best practices.

The FHWA is actively pursuing or is planning significant work in alignment with this objective including:

- ***Statewide Pedestrian and Bicycle Planning for Network Connectivity***: This project would update an existing FHWA guide on statewide pedestrian and bicycle planning from 2014 to include recent trends toward incorporating network planning and connectivity analysis into such plans. This guide update would also incorporate contemporary methods of delivering walking and bicycling improvements using a Complete Streets approach and place a greater emphasis on planning for equity in walking and bicycling plans.
- ***Bicycle Facility Information***: The FHWA developed and continues to promote guides to encourage design flexibility and to help agencies determine appropriate types of bicycle facilities, as well as when to integrate transportation and recreational trail infrastructure. An example is the FHWA Bikeway Selection Guide, which is intended to help transportation practitioners streamline the bikeway selection process, accelerate project delivery, foster the development of connected networks, and improve safety for all users.
- ***Sidewalk Selection Guide***: This product will develop contextual information on pedestrian facility dimensions and features and serve as a companion document to the FHWA Bikeway Selection Guide. This work will complement existing new design documents from AASHTO and the U.S. Access Board (Public Rights-of-Way Accessibility Guidelines) to provide a design-focused resource that matches appropriate pedestrian facility design traits to given street and land-use contexts.
- ***National Highway Institute (NHI) Courses***: The FHWA updated the Bicycle Facility Design course to include innovations in bicycle planning and design and converted it to be web-based. A future project will update the NHI Pedestrian Facility Design course to reflect advances in pedestrian transportation planning and design. The FHWA is also creating a course covering Complete Streets topics.
- ***Update Research in Progress (RiP) Database***: This effort involves updating and enhancing pedestrian and bicycle research projects listed in the RiP database. This database and a data-entry system allows users in State DOTs, the DOT, University Transportation Centers (UTC), and other DOT-funded activities to add, modify, and

delete information on their current research projects. Ensuring that the RiP database includes the latest pedestrian and bicycle research[14] will promote awareness and coordination throughout the research process.

- ***Ambassador Program to Integrate and Institutionalize Pedestrian and Bicycle Resources***: The ambassador program trains staff within DOT to spearhead efforts to integrate and institutionalize pedestrian and bicycle resources into ongoing activities such as the Policy Council, Operations Futures Group, Resource Center, Federal-aid Essentials for Local Public Agencies video library, LPA reference material, and via the regional Transportation Workforce Centers, Tribal Technical Assistance Centers, and Federal Lands Highway. This internal workforce development reinforces safety culture within the Department and better positions DOT staff to aid stakeholders in support of NRSS objectives.
- ***Coordination Among Pedestrian and Bicycle Stakeholders***: Enhanced coordination contributes to improved outcomes in the research process and includes coordination on work in progress, needs identification, problem statement development, and project funding. The FHWA has been coordinating with the Transportation Research Board (TRB) Pedestrian and Bicycle Committees and the AASHTO Joint Technical Committee on Nonmotorized Transportation. The FHWA also engages in coordination among pedestrian and bicycle research stakeholders by reviewing and sharing NCHRP comments and through TRB.

Trips Goal: Get more people walking, bicycling, and rolling

Increases in the number of walking, biking, and rolling trips can likely be attributed to several factors including changing attitudes towards nonmotorized transportation, more complete networks connecting origins and destinations and providing access to transit, and improved infrastructure – such as more sidewalks, better bike facilities, Complete Streets, and shared use paths.[15] Proactively and intentionally increasing vulnerable road user trips is an integral part of supporting the Administration's priorities and improving mobility for all people and businesses, access to jobs and essential services for all, resilience for all communities, public health outcomes, and land use decisions.

The Trips goal includes research activities that facilitate increased walking, biking, and rolling trips. Objectives supporting this goal include:

- Improve data collection and measurement of vulnerable road user trips;
- Encourage more vulnerable road user trips; and
- Assess the benefits associated with vulnerable road user trips.

Trips Objective 1: Improve data collection and measurement of vulnerable road user trips

This objective is directly related to Section 11122(b)(3) of BIL, which requires this plan to prioritize research on *tools to evaluate the impact of transportation improvements on projected*

[14] The database contains several relevant projects to pedestrian and bicycle network research, an example of which is "Expanding Mobility Options for All: Optimizing and Extending the Biking Infrastructure to Generate Complete Street Networks in Atlanta."

[15] See the Strategic Agenda for Pedestrian and Bicycle Transportation (pp. 15-17) for more information.

rates of bicycling and walking. Consistent with the finding of the *Complete Streets Report to Congress* that there is a need to "improve data collection and analysis to advance safety for all users," FHWA recognizes that there is a broad need to improve data collection and measurement of vulnerable road user trips to support safety, mobility, equity, and other DOT and FHWA priorities. This objective will also help inform pedestrian and cyclist risk for the benefit of decision making on infrastructure identified in the DOT Learning Agenda.

Data and performance measurement are necessary to guide and evaluate the success of vulnerable road user-focused initiatives. Access to accurate and comprehensive data for active transportation modes helps transportation agencies identify and prioritize projects that will promote safety and access for vulnerable road users, as well as conduct project and program evaluations. Comprehensive vulnerable road user trip data includes information on volume, mode, traveler safety and comfort perceptions, facility, routing, trip generation, demographics, and the natural and built environment. Complete trips data is also relevant to Safety Objective 3: Develop tools and methods to assess safety impacts to vulnerable road users; Networks Objective 1: Enhance vulnerable road user facility data collection; and Networks Objective 2: Improve measurement and analysis of vulnerable road user network connectivity.

The FHWA has pursued significant work improving vulnerable road user data collection and measurement, including the following completed research projects:

- ***Incorporating Qualitative Data in the Planning Process: Improving Project Delivery and Outcomes***: This report highlighted emerging tools, techniques, and resources for gathering qualitative public and stakeholder input to inform the planning process, improve project outcomes, and contribute to accelerating project delivery. This resource includes examples relevant to pedestrian and bicycle planning.
- ***Guidebook for Developing Pedestrian and Bicycle Performance Measures***: This guidebook was created to help communities develop performance measures that can fully integrate pedestrian and bicycle planning in ongoing performance management activities. It highlights a broad range of ways that walking and bicycling investments, activity, and impacts can be measured and documents how these measures relate to goals identified in a community's planning process. It discusses how the measures can be tracked and what data are required, while also identifying examples of communities that are currently using the respective measures in their planning process.
- ***Example Practices for Performance-Driven Programming Report***: This report highlights how State DOTs and MPOs are implementing performance-driven programming processes and aligning transportation investment decisions with the Federal performance areas for safety, infrastructure condition, and system performance. The guide includes examples of how States and MPOs have applied performance-driven programming to bicycle and pedestrian planning practice.

The FHWA's emerging and future activities under this objective will support bicycle and pedestrian counting initiatives and explore novel data collection methods to collect vulnerable road user data, including video detection, thermal sensors, and passive collection. Uniform national data collection standards (e.g., regarding data formats, geographic scale, and

demographic and infrastructure elements) may enable performance comparisons across States and new analytical methods can incorporate vulnerable road user operations into traditional traffic analyses. New and nontraditional data (e.g., passive datasets) present opportunities as novel sources of information to identify network gaps, prioritize projects, diagnose safety hotspots, assess equity, and measure and forecast route and mode choice changes. However, there are also challenges in leveraging this data to develop insights into vulnerable road user trips. For example, such data may lack transparency around assumptions and methodologies and could be prone to biases, so its use should be coupled with independent data collection and analysis. The FHWA is actively pursuing or plans to pursue projects in alignment with this objective, including:

- ***Guidebook for Statewide Pedestrian and Bicycle Volume Data Programs***: State DOTs and other transportation agencies are interested in establishing reliable and thorough programs to collect, share, and use volume data on where people are walking, bicycling, and rolling. This project would compose a guide for those agencies to establish such programs, and advise on best practices in ensuring data reliability, choosing count locations for full representation, staffing and maintenance concerns, and more.
- ***Enhancing Vulnerable Road User Detection and Volume Data Through Advanced Imaging Techniques Project***: This study aims to improve the collection of vulnerable road user count data to better understand vulnerable road user exposure when involved in a motor vehicle collision. This project specifically tests the ability of thermal infrared sensors and LiDAR sensors to detect vulnerable road users and their count data at intersection and midblock locations by comparing them with high resolution CCTV Digital Video Recorders (DVR) camera feeds.
- ***Pedestrian and Bicycle Counting Initiatives Through Every Day Counts (EDC)***: This effort will include providing technical assistance to agencies for buying counting equipment and establishing effective regional count programs. This will improve data collection to determine rates of bicycling and walking.
- ***TMAS***: This effort will promote TMAS as the national repository of pedestrian and bicycle volume data to track trends, conduct research, and develop the basis for comprehensive performance measurement of nonmotorized modes. This effort will conduct outreach and promotion to encourage agencies to collect and submit pedestrian and bicycle counts to TMAS.

Trips Objective 2: Encourage more vulnerable road user trips

This objective, encourage more vulnerable road user trips, is directly related to the Section 11122(b)(2) of BIL, which requires this plan to prioritize research on the *impacts of traffic speeds, and access to low-traffic stress corridors, on rates of bicycling and walking* requirement. High quality, low-stress active transportation facilities[16] can enhance the personal comfort of vulnerable road users, which in turn can increase participation in active transportation modes. Personal comfort reflects a collection of considerations including a sense of safety from

[16] Logically connected active transportation facilities can also encourage more vulnerable road user trips and are discussed in the Networks goal section of this plan.

motorized traffic, a sense of personal security when using active transportation (e.g., protection against crime or harassment, safe lighting, and sufficient sight distances), and environmental comfort (e.g., protection from excessive heat).

Facility quality is influenced by design and maintenance approaches. Designing to minimum accommodations (e.g., a minimum sidewalk width) may not result in comfortable experiences for vulnerable road users and therefore may limit vulnerable road user trips. Inaccessible pedestrian networks may keep people with disabilities from reaching healthcare, employment and educational opportunities and fully participating in their community. Similarly, the spacing between marked crosswalks may impact vulnerable road user comfort because of how it affects the directness of walking and rolling routes. Maintenance strategies for active transportation infrastructure, including approaches using asset management programs, can sustain facility quality and convenience for improved vulnerable road user comfort and safety.

As the number and types (e.g., form factors, sizes, speeds) of micromobility devices proliferate and provide growing mobility options for more vulnerable road user trips, more research is needed on user safety and street design, the role of micromobility in meeting unmet travel demand for underserved populations, its impact on traveler behavior and mode choice, connections with resilience planning, and parking management implications for vulnerable road users.

Initiatives to encourage more vulnerable road user trips under this objective are directly aligned with research and projects for Safety Objective 1: Increase vulnerable road user safety through roadway design improvements and Networks Objective 2: Improve measurement and analysis of vulnerable road user network connectivity.

An example of significant work the FHWA has completed in alignment with this objective includes the ***Micromobility Research Roadmap***; the purpose of this internal research roadmap was to acquire new insights, better data, and more sophisticated understanding of how States, MPOs, cities, and other jurisdictions can capitalize on the benefits of micromobility while mitigating negative impacts.

The FHWA's emerging and future research under this objective will investigate the impact of low-stress corridors on rates of bicycling and walking, develop mainstreaming methods for local agencies to communicate the safe use of walking and bicycling facilities, provide information on maintaining active transportation infrastructure for enhanced safety, and coordination with NHTSA to collect longitudinal information on bicyclist and pedestrian attitudes and behaviors. In support of this research direction, FHWA is actively pursuing or plans to pursue the following projects:

- ***Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety***: This updated guide will address the needs for pedestrian facility maintenance, common maintenance issues, inspection, accessibility, compliance with repair and replacement requirements and the MUTCD, maintenance measurers, funding, and construction techniques to reduce future maintenance.

- ***Mainstream and Promote Awareness for the Safe use of Walking and Bicycling Facilities***: This project will mainstream methods for local agencies to communicate the safe use of walking and bicycling facilities. This project will ensure vulnerable road users know what to expect before they first encounter new active transportation facilities.
- ***Electric Bicycle Trends, Impacts, and Opportunities Literature Review***: This research project and case study development addresses topics such as ridership trends, safety, physical activity and health, accessibility for people with disabilities, equity, trail infrastructure and environment, energy and emissions, and freight use cases.

Trips Objective 3: Assess the benefits associated with vulnerable road user trips

This objective is directly aligned to the benefits of promoting biking and walking research area determined by the Administrator pursuant to Section 11122(b)(4) of BIL. A significant benefit to explore is the potential to reduce greenhouse gas emissions by increasing use of low- or zero-emission transportation modes such as public transportation, bicycling and walking. The Administration is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources (e.g., through the Carbon Reduction Program (23 U.S.C. 175)) to help advance this goal in the transportation sector. The BIL also provides resources to improve the resilience of transportation infrastructure (e.g., through the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program (23 U.S.C. 176(c)), helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change. The FHWA's goal is to encourage the advancement of projects that address climate change and sustainability in alignment with the President's greenhouse gas reduction, climate resilience, and environmental justice commitments.

Beyond climate and sustainability, there are other benefits associated with increased vulnerable road user trips, such as improved public health outcomes, economic development benefits, and better access to transit. Understanding and measuring these benefits of vulnerable road user trips can enable transportation planners and decision makers to better identify and prioritize transportation investments to improve community and environmental outcomes. This is particularly important given these are nontraditional benefits that may not be included in typical cost-benefit analyses. For example, developing high-quality data can help demonstrate how mode-shift from driving to walking or bicycling trips contributes to climate change mitigation.

The Department has completed limited work in support of this objective, including the following example project, the ***Transportation and Health Tool***. This tool, created in coordination with the CDC, provides data on a set of transportation and public health indicators for each U.S State and metropolitan area that describe how the transportation environment affects safety, active transportation, air quality, and connectivity to destinations. It also provides information and resources to help agencies better understand the link between transportation and health to identify strategies to improve public health through transportation planning and policy.

Future research areas include studying the linkage between walking and bicycling and climate change, greenhouse gas emissions, resiliency, health, stormwater management, emergency evacuation, and economic development. The FHWA aims to continue research to improve

transportation and health connections, and develop consistent, comparable, and compatible datasets across transportation and health related disciplines. The FHWA is actively pursuing or plans to pursue work in alignment with this objective, including:

- ***Intelligent Transportation Systems Climate Solutions for Complete Streets***: This is an exploratory effort to investigate the applicability of ITS and technologies such as digital infrastructure, connected vehicles, automation, and the electrification of the transportation system (e.g., electric vehicles and charging stations) to reduce emissions in a Complete Streets environment. Promising technology applications will be described, and their technology readiness will be assessed. Based on the results, future research activities could be pursued.
- ***Trails as Resilient Infrastructure***: This project explores the role of trails in climate resilience and emergency response under the Recreational Trails Program (23 U.S.C. 206). The study is investigating how trails have supported health and wellbeing during the COVID-19 pandemic, can become critical infrastructure during an emergency when other transportation facilities are inaccessible, can support activities including evacuation and search and rescue, and are often vulnerable to impacts from climate change and extreme weather due to their locations.
- ***Disaster Relief Mobilization Study***: Pursuant to Section 11505 of BIL, this project will study the utility of incorporating the use of bicycles into the disaster preparedness and disaster response plans of local communities. The study will include, among other things required in Section 11505, a vulnerability assessment of the infrastructure in local communities that supports active transportation, including bicycling, walking, and personal mobility devices.
- ***Economic Benefits of Connected Networks***: This project will explore the economic benefits associated with the development and promotion of connected networks (including trails) such as workforce attraction and retention, cost savings from improved public health, and impacts on local businesses.

Section 4. Conclusion

Over the next five fiscal years, FHWA looks forward to furthering research supporting improved safety, access, and mobility for people walking, biking, or rolling. Given the extensive benefits of increasing vulnerable road user trips, DOT and FHWA will continue to leverage opportunities to simultaneously address safety, equity, and climate change and sustainability priorities through vulnerable road user research activities. While FHWA has a long history of advancing vulnerable road user research, there is much work to be done, as articulated through this plan's ambitious safety, equity, networks, and trips goals.

To implement this plan, FHWA will integrate the activities identified herein into FHWA's broader standard research planning and prioritization process through the AMRP and internal and external roadmaps and plans that guide FHWA's research activities. In implementing this plan, FHWA will leverage a long history of strong partnerships and collaborations with other DOT Operating Administrations; Tribes; local, State, and Federal agencies; academic institutions; and private industry organizations to coordinate efforts and benefit from the unique capabilities of each entity to advance shared goals. To evaluate progress toward achieving this

plan's goals and objectives, FHWA will develop biannual updates on the status of activities identified in and findings of research conducted pursuant to this plan.

Appendix A. Source Material Reviewed

The team reviewed the following source material in developing the Vulnerable Road User Research Plan:

- FHWA Complete Streets Questionnaire Summary[17] (July 2022)
- NHTSA Safety in Numbers: A Literature Review (June 2022)
- DOT Equity Action Plan (April 2022)
- DOT Strategic Plan FY 2022-2026 (March 2022)
- DOT Learning Agenda (March 2022)
- Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges (March 2022)
- Summary Feedback from Vulnerable Road User Safety Assessment Listening Session[18] (March 2022)
- Safe Streets and Roads for All (SS4A) Stakeholder Engagement Documentation[19] (March 2022)
- DOT National Roadway Safety Strategy (January 2022)
- IIJA RFI Responses (December 2021)
- Summary of Public Comments Received on the DOT's RFI on Transportation Equity Data (November 2021)
- Measuring Multimodal Network Connectivity Pilot Grant Report (October 2021)
- AASHTO CAT Research Roadmap (July 2021)
- U.S. Government Accountability Office (GAO) Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety (May 2021)
- FHWA Pedestrian and Bicycle Safety Program Plan (January 2021)[20]
- DOT Pedestrian Safety Action Plan (November 2020)
- NTSB Safety Research Report Bicyclist Safety on U.S. Roadways: Crash Risks and Countermeasures (November 2019)
- NTSB Special Investigation on Pedestrian Safety (September 2018)
- DOT Strategic Agenda for Pedestrian and Bicycle Transportation (September 2016)

[17] As part of an internal performance management effort, FHWA identified and reviewed Statewide Bicycle and/or Pedestrian Plans and reported effective practices in plan implementation and monitoring to advance safety and accessibility across the highway network.
[18] The FHWA engaged stakeholders from across the transportation industry to provide input on the development of the vulnerable road user assessment guidance required by BIL in 23 U.S.C. 148(l)(7).
[19] The FHWA engaged stakeholders in developing the notice of funding opportunity for the SS4A discretionary grant program.
[20] The FHWA developed the Pedestrian and Bicycle Safety Program Plan as an internal planning and management document.

Appendix B. Relevant Prior Stakeholder Engagement

The matrix below identifies stakeholder engagement reflected in the listed source materials.

Source	Academia	Practitioners - State	Practitioners - Regional	Practitioners - Local	DOT – FHWA	DOT – Other OAs	Other Federal	Private sector
FHWA Complete Streets Questionnaire Summary		•			•			
NHTSA Safety in Numbers: A Literature Review	•					•		
DOT Equity Action Plan			•		•	•		
DOT Strategic Plan FY 2022-2026		•	•	•	•	•	•	•
DOT Learning Agenda						•		
Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges		•	•	•	•	•		•
Summary Feedback from Vulnerable Road User Safety Assessment Listening Session		•	•	•	•			•
SS4A Stakeholder Engagement Documentation			•	•				•
DOT National Roadway Safety Strategy					•	•	•	
IIJA RFI Responses	•	•	•	•				•
Summary of Public Comments Received on the DOT's RFI on Transportation Equity Data	•	•	•	•			•	•

Source	Academia	Practitioners - State	Practitioners - Regional	Practitioners - Local	DOT – FHWA	DOT – Other OAs	Other Federal	Private sector
Measuring Multimodal Network Connectivity Pilot Grant Report		•	•					
AASHTO CAT Research Roadmap	•	•	•	•	•	•	•	•
U.S. GAO Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety	•	•			•	•	•	•
FHWA Pedestrian & Bicycle Safety Program Plan	•	•	•	•	•	•	•	•
DOT Pedestrian Safety Action Plan	•	•	•	•	•	•	•	•
NTSB Safety Research Report Bicyclist on US Roadways: Crash Risks and Countermeasures					•	•	•	
NTSB Special Investigation Report on Pedestrian Safety				•	•	•	•	•
DOT Strategic Agenda for Pedestrian & Bicycle Transportation	•	•	•	•	•	•	•	•
Enhancing the Safety of Vulnerable Road Users at Intersections RFI	•	•	•	•	•	•	•	•

Appendix C. Additional Background on Relevant DOT and FHWA Strategies, Plans, and Reports

This Vulnerable Road User Research Plan is consistent with other relevant plans and priorities as articulated by DOT and FHWA leadership.

DOT Strategic Plan for FY 2022-2026

This Vulnerable Road User Research Plan aligns with the Department's Strategic Plan for FY 2022-2026, which established six strategic goals in the areas of safety, economic strength and global competitiveness, equity, climate and sustainability, transformation, and organizational excellence. The Department's strategic goals inform and are supported by the research activities prioritized in this Vulnerable Road User Research Plan.

DOT NRSS

The NRSS (issued January 27, 2022) commits the DOT and FHWA to respond to the current crisis in traffic fatalities by "taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways," in pursuit of the goal of achieving zero highway deaths. The FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. The NRSS sets a vision and goal for the safety of the Nation's roadways, adopts the Safe System Approach principles to guide DOT's and FHWA's safety actions, advances support for Complete Streets policies to improve road safety, and identifies actions the Department will take in pursuit of five core objectives corresponding to the Safe System Approach elements: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. The Safe System Approach has six principles: 1) Death and serious injuries are unacceptable; 2) Humans make mistakes; 3) Humans are vulnerable; 4) Responsibility is shared; 5) Safety is proactive; and 6) Redundancy is crucial.

DOT Learning Agenda

The DOT Learning Agenda, released in accordance with the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act) in March of 2022, identified four priority questions for evidence gathering related to pedestrian and cyclist safety:

- How can we gather and analyze additional information on pedestrian and cyclist risk to inform decision making on infrastructure and other safety interventions? (NHTSA/FHWA)
- What road configurations are associated with the highest risk of pedestrian and cyclist crashes? (FHWA)
- What are the equity considerations in reducing pedestrian and cyclist crashes? (NHTSA)
- How can FHWA address disparities in pedestrian crashes through infrastructure solutions? (FHWA)

The Vulnerable Road User Research Plan covers a broader range of topics than the four Learning Agenda questions, and will inform future updates to the Learning Agenda.

FHWA Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges

The report identified five overarching areas of opportunity for FHWA as it moves ahead in its Complete Streets efforts:

- Improve data collection and analysis to advance safety for all users.
- Support rigorous safety assessment during project development and design to help prioritize safety outcomes across all project types.
- Accelerate adoption of standards and guidance that promote safety and accessibility for all users and support innovation in design.
- Reinforce the primacy of safety for all users in the interpretation of design standards, guidelines, and project review processes.
- Make Complete Streets FHWA's default approach for funding and designing nonaccess-controlled roadways.

DOT Research, Development, and Technology (RD&T) Strategic Plan

This plan presents the Department's transportation research priorities and strategies for FY 2022-2026 and beyond. The purpose of the plan is to outline a national transportation research vision to guide America's research priorities and improve coordination of transportation research. It defines the role of the Department's RD&T programs to lead the transformation of our Nation's transportation system in partnership with stakeholders. The plan identifies vulnerable road user safety as a critical research topic.

FHWA Annual Modal Research Plan (AMRP)

FHWA's AMRP is a two-year plan and outlook of FHWA's RD&T efforts. The FHWA FY 2023 – 2024 AMRP identifies several vulnerable road user-relevant research activities and topics, including enhancing vulnerable road user safety; improving roadway designs that meet the needs of vulnerable road users; integrating vulnerable road user analysis into transportation planning and project development; and reducing congestion, improving operations, and enhancing freight productivity to support safety of all users, the efficient movement of people and goods, and equitable mobility.

FHWA Strategic Agenda for Pedestrian and Bicycle Transportation

The Strategic Agenda for Pedestrian and Bicycle Transportation ("2016 Strategic Agenda")[21] is a framework to guide FHWA's pedestrian and bicycle initiatives and investments over a 5-year time horizon. The agenda is an update to DOT's 1994 National Bicycling and Walking Study.

The 2016 Strategic Agenda established a strategic, collaborative approach for making walking and bicycling viable transportation options for people of all ages and abilities in communities throughout the U.S. The agenda articulated goals and supporting actions to promote safe, accessible, comfortable, and connected bicycle and pedestrian networks; ensure the safety of nonmotorized travelers; advance equitable access for everyone to jobs, schools, and essential services; and expand transportation options and choices for all. The 2016 Strategic Agenda is a

[21] The 2016 Strategic Agenda is available publicly.

research and deployment plan identifying 98 actions organized under four goal areas: networks, safety, equity, and trips.

The 2016 Strategic Agenda is oriented around two quantitative goals informing FHWA's pedestrian and bicycle activities:

- Achieve an 80 percent reduction in pedestrian and bicyclist fatalities and serious injuries in 15 years and achieve zero pedestrian and bicyclist fatalities and serious injuries in the next 20 to 30 years.
- Increase the percentage of short trips[22] represented by bicycling and walking to 30 percent by the year 2025. This would be a 50 percent increase over the 2009 value of 20 percent.

The agenda identified 98 actions organized under four goal areas:

- ***Networks***: Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the U.S.
- ***Safety***: Improve safety for people walking and bicycling.
- ***Equity***: Promote equity throughout the transportation planning, design, funding, implementation, and evaluation process.
- ***Trips***: Get more people walking and bicycling.

Actions were also characterized by one of four process-oriented types:

- ***Capacity Building***: Providing guidance and educational resources that increase the ability of transportation professionals and advocates to plan, design, fund, build, maintain, and operate bicycle and pedestrian networks.
- ***Policy***: Clearly defining principles, requirements, and desired outcomes for Federal agencies, States, MPOs, localities, transit agencies, and other entities on the use of Federal resources toward advancing bicycle and pedestrian transportation.
- ***Data***: Working with partner agencies to define, collect, assemble, store, maintain, interpret, and use information about bicycle and pedestrian safety and system usage.
- ***Research***: Working with partner agencies to identify and investigate issues that affect bicycle and pedestrian safety and system usage.

A 2021 review of the status of actions identified in the 2016 Strategic Agenda identified that the majority of actions (53) identified in the agenda are in progress, about a third (32) are complete or complete with continuing activities in progress, and 13 actions are not yet started. Example actions from the 2016 Strategic Agenda and 2021 Program Plan highlighting work completed to date, work that is currently underway, and work that is planned for the future are identified in the *Research Priorities* section of this report.

[22] Short trips are defined as trips 5 miles or less for bicyclists and 1 mile or less for pedestrians.

FHWA Pedestrian and Bicycle Safety Program Plan

The Pedestrian and Bicycle Safety Program Plan ("2021 Program Plan")[23] incorporates the Safe System Approach, systemic safety, and equity as overarching themes and has been developed around five primary principles:

- Directly address fatalities and serious injuries through data-driven prioritization;
- Build on the state of research, considering the state of the practice;
- Focus on outreach and implementation;
- Focus on the user; and
- Integrate the Safe System Approach.

The plan organizes proposed activities that FHWA could undertake to improve active transportation safety into five categories:

- ***Research***: Includes basic problem identification, developing methodologies, evaluating technologies.
- ***Guidance Development***: Includes building on research results by developing how-to guides, noteworthy documents, informational guides, or prototype tools for methods, and conducting additional targeted research to complement results.
- ***Awareness and Outreach***: Includes informing practitioners about available guidance, noteworthy practices, and new resources through outreach activities.
- ***Implementation Assistance***: Includes helping agencies put guidance and products into practice through training, case study or pilot implementation assistance, hands-on use of new methods, advanced development of software tools, and standards development.
- ***Mainstreaming***: Includes supporting the widespread use of actions proven to be effective in improving pedestrian and bicyclist safety through activities geared towards integrating safety into agency core practices and standard procedures.

AASHTO Research Roadmap

Topics of particular interest for this Vulnerable Road User Research Plan include accessibility for pedestrians and cyclists with disabilities; connected and autonomous vehicles; bicycle and pedestrian data; economic benefits of walking and bicycling; equity and bicycling, pedestrian travel, and personal safety; micromobility; modeling; and speed management.

[23] The 2021 Program Plan is an internal planning and management document.

Appendix D. Additional Background on Relevant External Research

This appendix compiles recent vulnerable road user research conducted by University Transportation Centers (UTCs) and through the National Cooperative Highway Research Program (NCHRP), as identified in the AASHTO CAT Research Roadmap.

Table D-1. Relevant Current UTC Research

Project Title	Proponent	Brief Description
Exploring Data Fusion Techniques to Derive Bicycle Volumes on a Network	National Institute for Transportation and Communities (UTC)	Research project aimed at fusing traditional and emerging data sources together to derive bicycle volumes for an entire transportation network.
Transportation Equity Needs Assessment Toolkit	Center for Transportation, Equity, Decisions & Dollars (UTC)	A resource for MPOs, transportation agencies, and communities as they work to advance equity in traditionally underserved communities. Provides a framework for a transportation equity needs assessment and an equity-based project identification and prioritization process.
Safe Intersection Crossing for Pedestrians with Disabilities	Mobility21 (UTC)	Addresses remaining obstacles to the general deployment of PedPal, a smartphone app that assists pedestrians with disabilities in safely crossing signalized intersections.
Quantification of Societal Bicycle Impacts (Phase III)	Center for Advanced Multimodal Mobility Solutions and Education (UTC)	Research to identify positive bicycle facility impacts by estimating bicycle facility usage. Usage predictions can form the basis for broad spectrum estimates of bicycle facility impacts upon health, food availability, employment access and ultimately regional sustainability.
Shared Bus/Bike Lane Safety Analysis: Assessing Multimodal Access and Conflicts	Urban Mobility and Equity Center (UTC)	Using video observation and survey data, this study analyzed cyclist safety on shared bus bike lanes as a function of geometric configuration, bus frequency, and level of service.
Estimation of Pedestrian Compliance at Signalized Intersections Considering Demographic and Geographic Factors	Center for Advanced Multimodal Mobility Solutions and Education (UTC)	Study developed estimation models to predict pedestrian compliance at traffic signals as a function of traffic, demographic, geospatial and road design factors.

Project Title	Proponent	Brief Description
Investigating Bicyclist Safety Perceptions and Behaviors at Roundabouts	Mountain-Plains Consortium (UTC)	Characterized and evaluated how bicyclists perceive the safety of roundabouts overall and of specific design and operational characteristics of roundabouts. Research aimed to inform intersection design practices to improve bicycling safety outcomes.
Pedestrian Behavior and Interaction with Autonomous Vehicles	Center for Advanced Multimodal Mobility Solutions and Education (UTC)	Proposed the use of virtual reality as a means to overcome the safety challenges inherent in studying pedestrian-vehicle interactions and focused on identifying any differences in pedestrian behavior when connected and autonomous vehicles are introduced to the traffic stream.
Managing Increased Demand for Curb Space in the City of the Future	PacTrans (UTC)	Research to increase the understanding of existing curb usage and provide new solutions to the individuals and agencies responsible for managing this scarce resource.
Consumer Attitudes and Behavioral Implications in the New Era of Shared Mobility	Center for Teaching Old Models New Tricks (UTC)	Examined attitudes, perceptions, and preferences of user's mobility choices toward dockless bike share and the associated impacts on other modes of transportation as well as the local economy.
Dock-based and Dockless Bikesharing Systems: Analysis of Equitable Access for Disadvantaged Communities	National Center for Sustainable Transportation (UTC)	Evaluated the potential benefits of dockless bike sharing systems to improve accessibility to disadvantaged communities, and to compare them with dock-based systems.
Examining Market Segmentation to Increase Bike-share Use: The Case of the Greater Sacramento Region	National Center for Sustainable Transportation (UTC)	Aimed to deepen understanding of how bike sharing systems could expand opportunities of the most underserved in transportation. Study used data from household and bike-share user surveys in the Sacramento region to perform behavioral modeling and market segmentation.
Mobility for the People: Evaluating Equity Requirements in Shared Mobility Programs	National Institute for Transportation and Communities (UTC)	Documented equity requirements from 239 shared micromobility programs across the U.S. and compiled into an online dashboard, which city officials can use to find what other similar-sized cities are doing.

Project Title	Proponent	Brief Description
Evaluation of Transportation Network Infrastructure, Safety, and Travel Route Characteristics of Bike Share, Electric-Powered Pedal-Assist Bike Share, and Electric Scooter System Operation	Southeastern Transportation Research, Innovation, Development and Education Center (UTC)	Study to establish a better understanding of mobility as a service (MaaS) option to accommodate shared mobility demand.
E-bike sharing and the infrastructure implications and environmental impacts of new technology in transportation systems	Center for Transportation, Equity, Decisions & Dollars (UTC)	Framework towards quantitatively assessing the impact of adopting e-bikes from an environmental and operational perspective.
Driver Behavior in the Presence of E-Scooters within Varying Infrastructure	SAFER-SIM (UTC)	Investigated how transportation infrastructure and e-scooter riding behavior affect driver behavior. In addition, assessed whether driver attitudes can be associated with certain driving behaviors.
E-Scooters and Public Health: Understanding the Implications of E-Scooters on Chronic Disease	National Institute for Transportation and Communities (UTC)	Used the Integrated Transport and Health Impact Model (ITHIM) to perform the first known analysis of E-Scooters on a range of morbidity outcomes. Also investigated the sensitivity of assumptions such as length of walk to reach scooters, parked cars, and other modes.
Impacts of Speed on Dockless Electric Scooter Crashes	Center for Advanced Multimodal Mobility Solutions and Education (UTC)	Based upon safety concerns for riders and pedestrians, the University of Texas implemented an agreement with e-scooter vendors to electronically reduce maximum e-scooter speeds to 8 mph on most of the campus. The study investigates whether the mandatory speed reduction has had any impact on the number of e-scooter involved crashes and their severity.
Micromobility Safety Regulation: Municipal Best Practices Review	SAFE-D (UTC)	Explored what types of regulations municipalities and regions are imposing in an effort to address the safe deployment of e-scooters.

Project Title	Proponent	Brief Description
Understanding micromobility safety behavior and standardizing safety metrics for transportation system integration	Collaborative Sciences Center for Road Safety (UTC)	Explored micromobility safety data and methods to improve injury surveillance.
Barriers and Opportunities for Using Rail-Trails for Safe Travel in Rural, Isolated, and Tribal Communities	Center for Safety Equity in Transportation (UTC)	Explored barriers and opportunities for more effectively using rail-trails for safe travel in rural, isolated, tribal, and indigenous communities. Used crowdsourced data from a fitness app to estimate bicycle volumes on trails.
Assessing the Relative Risks of School Travel in Rural Communities	Center for Safety Equity in Transportation (UTC)	Assesses the rural community roadway environment which introduces several safety challenges for school-aged children, parents, the local community, and commuters, particularly during morning arrival and afternoon dismissal periods when pedestrian and vehicular traffic and pedestrian-vehicle interaction are at its highest.

Table D-2. Relevant Current NCHRP Research

Project Title	Proponent	Brief Description
Measuring Investments and Benefits of Active Transportation Investments When Accomplished as Part of Other Roadway Projects (20-05)	Transportation Research Board	Synthesis program that documents the current state of knowledge and practice on specific topics.
Implementation Support Program (20-44)	Various	Provides funding to facilitate the use of NCHRP research by state DOTs and other transportation agencies.
Legal Studies Program (20-06)	Transportation Research Board	Conducts research on legal issues with highway and transportation projects.
Guidebook on Pedestrian and Bicycle Volume Data Collection (Report 797)	Transportation Research Board	Focused on the broad range of pedestrian and bicycle counters and noted that active transportation count data can be used to monitor facility usage, inform before-and-after assessments to determine facility impacts, monitor travel patterns, inform safety analyses to quantify exposure for interpreting crash data, project prioritization, and multimodal model development.
State DOT Usage of Bicycle and Pedestrian Data: Practices, Sources, Needs, and Gaps (07-31)	Anticipated project	Provides important information on data availability, storage, maintenance, and gaps, and what data agencies need.
Data Visualization Methods for Transportation Agencies (Web-Only Document 226)	Transportation Research Board	Offers another model for a data application tool. Although not specific to active transportation, and focused on the end product of data presentation, the report demonstrates the importance of specialized data skills and effective data presentation.
Safety Performance for Active Transportation Modes using Exposure Models (17-102)	Not yet awarded	Advance the predictive safety performance methodologies for pedestrians, bicyclists, and those using mobility-assistive devices through exposure estimates and prediction models that can be used by state and local DOTs to help evaluate the likely safety performance at a given location. Develop information and resources that can be used to inform multimodal decision-making in different design and land use contexts, and different modal priorities.

Project Title	Proponent	Brief Description
Guidebook for Urban and Suburban Roadway Cross-Sectional Reallocation (15-78)	Kittelson & Associates	Develop a guidebook and decision-making framework for roadway designers, planners, and others for identifying, comparing, evaluating, and justifying context-based cross-sectional reallocations of existing urban and suburban roadway space for multimodal safety, access, and mobility.
Midblock Pedestrian Signal Warning and Operation (03-141)	Texas A&M Transportation Institute	Research focused on when signals are suitable for midblock crossings.
Strategies to Improve Pedestrian Safety at Night (17-97)	Toole Design Group	Research on lighting for shared-use path intersections.
Traffic Signal Design and Operations Strategies for Non-Motorized Users (03-133)	Kittelson & Associates	Developed a guide for traffic signal design and operations strategies that addressed the needs of non-motorized users and increased their respective multimodal connectivity.
Design Options to Reduce Turning Motor Vehicle - Bicycle Conflicts at Controlled Intersections (15-73)	Toole Design Group	Develop information and tools for transportation practitioners to use to reduce turning conflicts between motor vehicles and bicycles at controlled intersections.
Safety Evaluation of On-Street Bicycle Facility Design Features (15-74)	Texas A&M Transportation Institute	Provide practitioners at state DOTs and other transportation agencies with data-driven guidelines for selecting context-appropriate design features for safety improvements to existing separated and non-separated on-street bicycle facilities and for the planning of new facilities.
Warrants for a Pedestrian Traffic Control Signal and for Other Pedestrian Traffic Control Devices (03-143)	Anticipated project	Crossing treatment selection at transit crossings.
Impacts of Active Transportation Network Gaps (08-149)	Alta Planning + Design	Focuses on understanding the causes of gaps in networks, how to complete gaps, and the impacts of completion using a variety of performance measures.
Development of a Manual for Assessing Safety Hardward (MASH) Barrier to Shield Pedestrians, Bicyclists, and Other Vulnerable Users from Motor Vehicle (22-37)	Texas A&M Transportation Institute	Research on barrier selection in select circumstances, including on highway and major arterial locations.

Project Title	Proponent	Brief Description
Motorist behavior and safety impacts on bicyclists from centerline and shoulder rumble strips on high-speed two-lane highways (17-106)	Not yet awarded	Develop a guide on various rumble strip applications, with a focus on their impact on bicyclists' safety.
Valuation of Transportation Equity in Active Transportation and Safety Investments (08-150)	Anticipated project	Develop data-driven tools and guidelines for use by practitioners in safety decision making and in supporting Safe System principles.
Strategies for advancing equity in transportation planning by increasing diversity, equity, and inclusiveness in the transportation planning profession (08-152)	Not yet awarded	Identify meaningful and effective strategies for state DOTs and other transportation agencies to increase and sustain diversity, equity, and inclusion of their transportation planning staff. Strategies will be specific, focused, and designed to foster an inclusive work culture for agencies where DEI in transportation planning is a priority.
Identify emerging approaches for public engagement to meaningfully involve minorities, low-income, and other vulnerable populations (08-161)	Not yet awarded	Develop a manual with practical strategies, processes, methods, and procedures for understanding and establishing meaningful public engagement in transportation decision-making with an emphasis on the engagement of vulnerable communities.
Identify practices and policies to advance social justice and equity into transportation decision-making (08-162)	Thrivance Group, LLC	Identify effective policies, strategies, or actions for DOTs and MPOs that evolve from well-intentioned policy gestures toward intentional approaches and actionable mechanisms, with metrics of accountability, to strategically reduce harms and adverse impacts, and continuously increase equity in future transportation investments, both operational and capital, and for new mobility and innovative technologies.
Practices to Promote Equity in Transportation Funding (Synthesis 53-01)	University of Texas at Arlington	Document state DOT practices to promote equity in programmatic and discretionary funding plans, policies, and processes for both capital and operational projects, potentially through distribution methodologies, formulas, tools, or evaluation criteria.

Project Title	Proponent	Brief Description
Understand how access to employment, health care, education, and other vital needs varies for different population groups in different settings, and methods for effectively assessing mobility and accessibility needs (NCHRP 08-159)	Not yet awarded	Develop a guide that provides specific direction on how to advance equity in accessibility through transportation. Include appropriate analytical and instructional resources for agencies to use to identify gaps in equity of access and determine appropriate transportation solutions to bridge those gaps within their own service jurisdictions.
Crossing Solutions at Roundabouts and Channelized Turn Lanes (Report 834)	Transportation Research Board	Presents guidance on the application of crossing solutions at roundabouts and channelized turn lanes at signalized intersections for pedestrians with vision disabilities.
Guide for Roundabouts (03-130)	Kittelson & Associates	Develop a guide that will serve as the primary source for guidance on all aspects of roundabouts.
Incorporating New Mobility Options into Transportation Demand Modeling (20-102(29))	University of Central Florida	Push non-standard transportation demand modeling forward, including methods that could be useful for pedestrian and bicycling modeling, but will likely leave significant needs for modeling walking and bicycling.
Understand the role of transportation infrastructure investment in gentrification and displacement and identify effective policies and strategies to address these effects (08-160)	Not yet awarded	Develop a guide and supportive resources that provide practical instruction on how to predict, avoid, and mitigate the negative gentrification effects of transportation investment.
Pedestrian and Bicycle Safety Performance Functions for the Highway Safety Manual (17-84)	MRI Global	Developed pedestrian and bicycle SPFs using risk-based or predictive methods, for transportation practitioners at all levels to better inform planning, design, and operations decisions. The research team addressed a broad range of issues related to evaluating pedestrian and bicycle safety such as, but not limited to, analyzing the barriers to collecting pedestrian and bicycle safety performance data and developing performance-based decisions in the United States.

Project Title	Proponent	Brief Description
Estimating Effectiveness of Safety Treatments in the Absence of Crash Data (17-86)	Vanasse Hangen Brustlin	Develop a procedural guide for using alternative measures of safety in the absence of crash data for developing crash modification factors and functions and other quantifiable measures in the absence of crash data. The procedural guide will support informed decision-making during project planning, project development, and other road safety management activities.
How to Measure and Communicate the Value of Access Management (25-47)	University of South Florida	Developed guidance for transportation agencies on identifying and communicating the value of access management at the program, corridor, and project levels. The guidance involves techniques to identify, measure, and assess the benefits and costs of access management using both quantitative and qualitative metrics.
Safety of Vulnerable Road Users in a C/AV Future (20-102(33))	Anticipated project	Explore how vulnerable road users could be protected by C/AV and infrastructure technologies in the absence of user-carried smartphone or wearables (e.g., audio, external vehicle displays).
Dynamic Curbside Management in the Era of CAVs, SAVs, Scooters, Transportation Network Companies (TNCs), and Traditional Vehicles (NCHRP 20-102(26))	Fehr & Peers	Develop a guidebook for state, regional, and local transportation agencies on developing and implementing a dynamic curbside management program.
Micromobility Policies, Permits, and Practices (Synthesis 20-05/Topic 52-13)	University of South Florida (CUTR)	Documents policies, permits, and practices that state DOTs are engaged with in regard to micromobility.

Issue: Narrow streets

My understanding is that this proposed plan includes allowing narrow streets and only one driveway parking space on each property. These are my concerns:

1) Snow Removal

-The City would have to invest in extra equipment to haul the snow from neighborhoods increasing equipment costs and payroll.

-Homeowners would have to shovel their driveway and sidewalks, then remove the ice berm at the end of their driveway as well as the one blocking their car on the street…then throw the snow back into the street.

2) Safety for Children

Children will still run into streets between parked cars where visibility would be decreased. Children will still use the streets for learning to ride bikes, scooters, skateboard, etc.

3) Access for Emergency Vehicles and Traffic Flow

I was in Ponderosa Trails and cars lined both sides of the street (S. Topaz Rd.). There was only enough room for one car to pass at a time, so northbound traffic and southbound traffic had to take turns. Where would emergency vehicles drive?

4) Reality Check

-Many homes have extended family and/or renters living in them due to the cost of living in Flagstaff…thus extra vehicles.

-Several occupants may have 2nd cars that they need for their jobs - Sheriff, BNSF railroad, ADOT, service company vehicles and construction trucks. (These are examples from my neighborhood.)

-Homeowners have guests: friends, family, and other group meetings. They need parking spaces as well.

-Households, with children, where both parents work, create another problem. Job locations for each parent most likely will make carpooling unlikely. Young kids need to be dropped off at school or daycare. A City bus is not the place for young children. They need to go to the doctors when sick, and go with parents on errands. This generation also enrolls kids in a variety of extracurricular activities as well as variety of charter schools. With two kids, that usually means two parents driving them around (even to Phoenix for higher level training).

I understand that commercial properties will be able to decide how many parking spaces they need as opposed to standards set by the City. I'm not sure that is a policy that will serve the community best.

Flagstaff is supported by hundreds of cars that drive from Phoenix and other locations to enjoy our town. We could park them at Fort Tuthill and make them use buses to get into town I suppose. I do know that providing fewer parking spaces will only create problems for visitors and citizens residing near locations frequented by tourists.

Please reconsider plans for narrower roads in subdivisions as they create more problems. Applying a "cookie cutter" plan that works in other communities will not necessarily work here. Flagstaff includes lifestyles unique to our population and location.

I have not yet had to opportunity to ride the local bus system to the locations and the amount of time between destinations I frequent, (I live in the "bus desert" area.) However, I expect that I can drive to many of these locations in less time than it would take me to ride the bus. Time is also a limited resource.

Although I have other concerns regarding the Regional Plan, I will not address them here.

Thank you for your hard work.

Sincerely,

Jean Christy

Outlook

Trails in Regional Plan - Comments

From Mike Popejoy <m.a.popejoy@gmail.com>
Date Tue 9/16/2025 7:07 AM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

Some people who received this message don't often get email from m.a.popejoy@gmail.com. Learn why this is important

Hello,

My name is Mike Popejoy. I am writing to provide comments regarding the Regional Trails Plan in the broader 2045 Regional Land Use Plan. These comments include and expand upon comments I provided verbally at the September 10 Planning & Zoning Commission Public Hearing.

I would like to make two requests:

- Remove unauthorized trails from the trails shown as "existing" in the Regional Trails Plan map (Policy Map 4-6). If this is not done, the implication is that these unauthorized trails (mostly on Forest Service land) are part of the Regional Trails Plan.
- Include with the map language from the April 9, 2020 letter from the Coconino National Forest Supervisor regarding the 2020 Flagstaff Regional Trail Strategy, which states that the Forest Service has not provided authorization to proceed with construction or implementation of any proposed projects, and that specific projects will require a more in-depth, site-specific environmental review and/or analysis under the National Environmental Policy Act before they can be implemented. This is relevant to many of the "Planned Regional Trails" shown on the map.

Below I provide a detailed rationale for these requests.

Regarding the first request, these unauthorized trails are not included in the 2020 Flagstaff Regional Trail Strategy, from which the proposed Regional Trails Plan is drawn. The vast majority of these unauthorized trails are on Forest Service land and have not been approved by the Forest Service, even as future planned trails. These unauthorized trails include the following:

- trails in sensitive wildlife habitat, especially in the Fort Valley and Mount Elden/Dry Lake Hills areas
- unauthorized trails slated for naturalization/closure in the Mount Elden/Dry Lake Hills NEPA decision
- unauthorized trails on land owned by the Navajo Nation in the Dry Lake Hills

Including these unauthorized trails on the map implies that they are part of the plan extending far into the future. If the relevant land manager has not agreed to this for each trail, it is improper for the city and county to plan for the retention of unauthorized trails on land managed by other agencies.

Regarding the second request, the Regional Trails Plan map includes language regarding planned trails on State Trust Land specifically, but not on Forest Service land specifically. Yet most of the planned trails shown in the Regional Trails Plan are on Forest Service land. As such, the Forest Service's previously stated position regarding planned trails should be explicitly included with the map. I request that the proposed language above be included with the Regional Trails Plan map to clearly convey the Forest Service's position regarding planned trails.

I am happy to discuss anything contained in these comments in more detail. Please feel free to reach out. Thank you for your consideration.

Sincerely,
Mike Popejoy

USDA United States Department of Agriculture
Forest Service
Coconino National Forest
Supervisor's Office
1824 South Thompson Street
Flagstaff, AZ 86001
928-527-3600
Fax: 928-527-3620

File Code: 2350
Date: April 9, 2020

Justin Inglis
Coordinator
Flagstaff Trails Initiative
info@FlagstaffTrailsInitiative.org
Flagstaff, Arizona

Dear Mr. Inglis,

The Coconino National Forest is pleased to support the Flagstaff Regional Trail Strategy (the strategy), which FTI released in draft form in December of 2019.

As you know, our staff has been intimately involved in the development of this strategy. In 2017 the forest assisted the City of Flagstaff with a grant application to the National Park Service Rivers, Trails, and Conservation Assistance (RTCA) program to develop a community driven collaboration project which evolved into FTI. We applaud the efforts of FTI and the entire Flagstaff community to clearly articulate trail needs into the future. The Coconino National Forest will use this strategy to plan and prioritize future projects.

After reviewing the strategy, our staff believes that the conceptual projects and concepts contained in it meet Forest Plan goals and objectives. The Coconino National Forest's support for the strategy does not imply authorization to proceed with construction or implementation of any proposed projects. Specific projects proposed in the strategy will require a more in-depth, site-specific environmental review and/or analysis under the National Environmental Policy Act before they can be implemented.

If you have any questions concerning the implementation of the Flagstaff Regional Trail Strategy on the Coconino National Forest or partnerships through FTI, please contact Patrick McGervey, Flagstaff Ranger District Recreation Staff Officer, at (928) 526-0866 or via email to patrick.mcgervey@usda.gov

Sincerely,

Laura Jo West

LAURA JO WEST
Forest Supervisor

From:	Robert Wallace
To:	Regional Plan 45 Comments
Subject:	Open Spaces Commission Recommendation
Date:	Tuesday, September 9, 2025 5:11:47 PM
Attachments:	OSC Regional Plan Recommendations 2025 - final.pdf image001.png image003.png image005.png image006.png

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Dear Regional Plan Reviewers,

The Open Spaces Commission has been actively engaged in the Regional Plan review process. They have carefully reviewed the current draft and worked to understand the document. From this review, the Commission developed key recommendations regarding the integration of open space and trails, to complement housing and climate goals and support a balanced community.

They appreciate your consideration of these recommendations and thank you for recognizing their hard work.

Kind Regards,
Robert Wallace

Robert Wallace
Open Spaces Commission Liaison
Robert.Wallace@flagstaffaz.gov
(928) 213-2327

Outlook

Comment for Flagstaff Regional Land Use 2045 Plan

From Myles Schrag <mylesschrag@yahoo.com>
Date Mon 9/22/2025 10:00 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

To those working on the Flagstaff Regional Land Use 2045 Plan:

Thank you for the important work you do in ensuring our city and region continue to maintain their special character in the years to come. I recognize it requires balancing many perspectives, which is not an easy task.

My goal in this short space is simply to ask that you prioritize preserving and building on what makes Flagstaff fundamentally unique as a destination for residents and visitors. This seems like an obvious goal to have, and yet it can get forgotten in practice as opportunities and challenges arise—especially if planning documents such as the Flagstaff Regional Land Use Plan 2045 don't provide clear guidance.

Specifically, I'm referring to ensuring Flagstaff's inevitable growth occurs responsibly, so that developers are incentivized to improve our community rather than the other way around. Flagstaff's parks, urban trail system, and open spaces are a massive draw. They are consistently praised in quality-of-life discussions I have with other residents. Many of us live here because we understand that value; we're immensely proud of it. Any development that occurs should not compromise that natural connection, and all who live here should have access to it. Cities too often forget about the importance of those open spaces when it comes to building homes, commercial areas, and roads. There's no reason that essential infrastructure can't be built while maintaining the essential outdoor features that are so important to our region.

I understand the Open Spaces Commission has asked for edits to the plan, and I trust you will take these under serious consideration, including:

- under Core Priorities, open space integration must be prioritized. The complementary priorities of promoting a walkable mixed-use community and our natural and cultural resources are absolutely aligned with the core priorities of climate change and housing affordability.

- under Policy Maps, correct the zoning designations on parcel APN# 106-10-003 from Suburban Center to Suburban Neighborhood to align with community feedback and the identified Open Space top priority trail corridor between the Rio De Flag Water Reclamation Plant and Forest Service land. These areas are important for outdoor enthusiasts, wildlife, and to ensure residents have access to the 10-minute walking access standard.

- in chapter 4, ensure all planned trails are labeled as "planned trails on private land with no property rights." There's no reason large property owners (>400 acres) should be treated differently during the trail-planning process, as trails that would serve these larger parcels are just as important as trails considered for other properties.

Thank you for considering public comments in the plan development.

Myles Schrag
519 N. Charles Road
Flagstaff, AZ 86001
(928) 679-5060

Outlook

Draft Regional Plan Comments

From Valerie Piet <vmariepiet@gmail.com>
Date Mon 9/22/2025 2:18 PM
To Regional Plan 45 Comments <RegionalPlan45Comments@flagstaffaz.gov>

Some people who received this message don't often get email from vmariepiet@gmail.com. Learn why this is important

Dear regional plan staff, commissioners, and councilmembers,

Thank you for your diligent work on the draft regional plan. This is an enormous undertaking with numerous stakeholders. From my impression, it seems to fit the character and values of Flagstaffians generally.

I am a proud Flagstaff resident. I'm a nurse at Flagstaff Medical Center, part-time instructor at Coconino Community College, mother of an FUSD DeMiguel Lobo, and member of the Bicycle Advisory Committee (although I am speaking on behalf of myself here).

I am making the recommendations below based on a review of the draft regional plan.

1. **Recognize alternative energy actions independent of APS goals**

Energy Goal E is "The Region increases and diversifies its use of renewable energy sources and systems while planning for the infrastructure needed to support an expanding and evolving electric grid." Policy Goal E.1 states, "Support renewable energy production; promote battery storage in the residential, commercial, and transportation sectors; and support energy storage in new, utility-scale renewable energy developments." Clearly, renewable energy expansion is a key goal in the regional plan.

Chapter 10: Energy and Climate Action makes the statement "The City's goal of achieving carbon neutrality is intrinsically linked to APS's carbon-free commitment" in the background section. Then again, in the "Clean Energy Production" section, the plan lauds APS for its commitment to renewable energy. A fundamental flaw with tying ourselves so strongly to APS is that APS's commitments may change.

As evidence, horrifyingly, the Arizona Corporation Commission (ACC) voted just last month to set in motion a repeal of the rules that mandate a portion of Arizona's electricity come from renewable resources. The ACC is a quasi-governmental agency that is subject to the whims and tides of our volatile populace, and the APS is more responsive to the shareholders who receive paychecks that the communities it serves.

What will the city and county do if APS abandons its renewable energy goals? I believe this is a fundamental flaw that needs significant attention before the regional plan is adopted.

2. Take a harder stance against water-intensive data centers

Chapter 10: Energy and Climate Action contains the subsection “Data Centers and Chip Manufacturing.”

> “In recent decades, the demand for digital services has grown rapidly, requiring a network of energy- and water-intensive data centers and semiconductor chip manufacturing facilities. These data centers use 10 to 50 times the energy per square foot of floor space than a typical office building and account for approximately two percent of total US electricity use. Several data centers are planned or are under construction within APS’s service territory, though none are currently proposed for the Region. APS projects that data centers will be a primary driver of forecasted energy growth and is planning for increases in annual peak demand and energy needs due to data center load. Manufacturing of semiconductor chips (for computers, phones, cars, and other technological devices) is a growing land use in Arizona and across the US that can use millions of gallons of water every day. Although there are currently no semiconductor chip manufacturers in the Region, it is important to consider the potential future impacts of these facilities on local energy and water supplies.”

While I appreciate the recognition in this section that data centers are extremely water and energy-intensive, it falls short in taking a hard stance that these data centers do not have a home in our region.

While there are currently no chip manufacturers in our region or proposed projects, certainly, these will appear throughout the life of this document. Future plan users should be better guided by this document to reject permitting or proposals for future data centers.

I suggest rewording the last sentence of the subsection above to more clearly indicate disfavorability towards resource-intensive data centers, as well as mentioning it throughout Chapter 9: Water Resource Management.

3. Define the goals of a rural transit service

Chapter 6: Transportation of the draft regional plan lists the following high-priority action item:

> “Establish rural transit service within the Region that is consistent with County land use plans based on funding availability, cost effectiveness, location of major trip generators, distance between generators, and the needs of transit-dependent individuals.”

In Appendix C, the reader learns there is ongoing work on this topic as a partnership between County Public Works, Northern Arizona Council of Governments (NACOG), officials from cities/towns benefiting from transit service, the Economic Collaborative of Northern Arizona (ECONA), and MetroPlan. However, the goals are not mentioned anywhere in the text. Broadly, the goals or basic idea of a rural transit service could be discussed where relevant in ‘airport, rail and freight’ or ‘safety and convenience for the most vulnerable’ or ‘reducing reliance on the automobile.’ It will be hard for plan users to take action on a high-priority action item if the goals are not defined.

4. Identify airport transit as a priority for future Mountain Line growth

Page 6-6 in Chapter 6: Transportation states, “there is currently no public transit serving the airport.” The Mountain Line Strategic Plan 2020-2025 calls out the airport as an opportunity for future routes or services. I believe Mountain Line service to the airport would be a great opportunity to reduce vehicle miles traveled and parking burden at the airport, and I would like to see it identified as an opportunity in the regional plan.

Thank you,

Valerie Piet
09/22/2025
vmariepiet@gmail.com
208-569-9133

CITY OF
FLAGSTAFF

September 19, 2025

To the Planning and Zoning Commission:

The City of Flagstaff's Bicycle Advisory Committee (BAC) met on September 11 and September 18, 2025 to review and discuss the public hearing draft Regional Plan 2045, and would like to offer several comments.

The BAC wants to express its appreciation for the level of work that has gone into preparation and community outreach for the Regional Plan. We are supportive of the policy goals expressed in the Regional Plan document. The BAC also appreciates the opportunity to provide comments on the draft document, and we are thankful that our previous comments have been considered, and in many cases, incorporated into the draft document.

Vulnerable road users

Please consider including a definition for vulnerable road users that is more typically used in transportation planning and limited in scope. For example, the Federal Highway Administration (FHWA) uses the term Vulnerable Road Users (VRUs) to refer to people who have less protection than occupants in motor vehicles, making them more susceptible to serious injury or death in a crash. This category specifically includes pedestrians, bicyclists, and others using personal conveyance devices such as wheelchairs, scooters, or micromobility devices.

The broader definition of VRU that addresses equity and disparate safety outcomes, which is listed on 6-11, changes the meaning of VRU and potentially confuses the intent of Policy TS.1 *Prioritize the safety and accessibility of vulnerable road users as the primary consideration in planning for streets and transportation systems*. This policy should be clear in that it prioritizes transportation for pedestrians, bicyclists, wheelchairs, scooters, and micromobility devices.

Addressing equity in transportation and disparate safety outcomes is also an important issue, and should be addressed in the plan under a separate, specific policy. It should be noted that the study cited on 6-11 (Dangerous by Design) thoroughly documents populations and communities that are most at risk when streets are unsafe, but it does not refer to or define these populations as vulnerable road users.

Forest access - Singletrack access - Neighborhood connectors

These maps in the Active Transportation Master Plan collectively promote robust local connectivity for pedestrian and bicycle travel, including access to neighborhoods, shopping, employment, school, parks, open space, and regional trails. These facilities also promote equity by enhancing multimodal access for all parts of the community.

We would like to see these maps either included or referenced in the Regional Plan to help acknowledge the importance of these connections to the community and to ensure that existing access points are preserved, and new access points are implemented as the city grows and develops.

Flagstaff Loop Trail – Arizona National Scenic Trail

We recommend that both of these trails be depicted on Map 4-6 Regional Trails Plan, and that text be added describing these trails and affirming their significance as part of Flagstaff's trail network.

Urban trails map

The Flagstaff Urban Trails System (FUTS) is an important part of our community character and identity. FUTS trails are the highest rated component of our transportation system (MetroPlan Trip Diary Surveys, 2006, 2012, 2018, and 2024) as well as our most well-used recreation facility – the Flagstaff Citizen Survey of 2021 found that 85 percent of residents used FUTS in the last 12 months. Almost three-quarters of bike commuters use the FUTS for a part of their commute.

Over the past 35 years, the City has carefully planned for the FUTS – a FUTS plan has been included in the last four regional plans, dating back to 1987 – and we have made a substantial investment in the system.

The alignment of a FUTS trail is an important consideration for both the appeal and functionality of that trail, and FUTS work best when they serve both a recreation and transportation function. This occurs when FUTS are useful and convenient for travel by foot or bike, but also provide an enjoyable experience.

Factors that provide an appealing context for trails include greenways, natural areas, parks, landscaping, separation from vehicles, and integration into well-designed residential neighborhoods and commercial areas. Factors that work against appeal and functionality include indirect, out-of-direction, and non-intuitive alignments, trails through narrow corridors enclosed by walls, fences, and buildings, and alignments adjacent to roadways.

The disclaimer language and generalization of alignments in the draft Regional Plan will make it more challenging for the City to work with developers to create functional and appealing alignments for trails. We recommend revising the map and adding language to promote better alignments through future development and neighborhoods, such as following linear natural features like washes and hillsides, designing trails to be an integral part new development, and incorporating greenways and landscape buffers with the trail alignment.

Thank you for the opportunity to provide our thoughts.

Sincerely,



Daniel Crim, Chair
Bicycle Advisory Committee